

FINDING OF NO SIGNIFICANT IMPACT

**Georgia Department of Transportation
Atlanta, Georgia
Design and Construction of Atlanta Multi-Modal Passenger Terminal
and associated trackwork on the Decatur Belt
in the City of Atlanta, Georgia
Grant No. FL-03-0043-01**

Based on the attached Environmental Assessment, it is the finding of the Federal Transit Administration that there are no significant impacts on the environment associated with the development and operation of this proposed project.

By: _____

Susan E. Schruth

for FTA Regional Administrator

Date: _____

6/27/95

FEDERAL TRANSIT ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

GEORGIA PROJECT DPM-0011(001), FULTON COUNTY, P.I. NO 770310

The proposed project would involve the planning, design and construction of a multi-modal passenger terminal to be located in a section of downtown Atlanta locally referred to as the Five Points Area.

An Environmental Assessment/Section 4(f) Evaluation of the referenced project has been prepared by the Georgia Department of Transportation in consultation with the Federal Transit Administration. The document was made available for public inspection as announced in a public notice, and comments were invited from all interested parties. Subsequent to the availability of the Environmental Assessment/Section 4(f) Evaluation and the comment period, changes updating the Environmental Assessment/Section 4(f) Evaluation were completed and have been furnished to the Federal Transit Administration by the Georgia DOT with the recommendation for a "Finding of No Significant Impact."

The Federal Transit Administration, after reviewing the Environmental Assessment/Section 4(f) Evaluation, finds that the project will have no significant impact on the human environment.

The Finding of No Significant Impact is based on the Environmental Assessment/Section 4(f) Evaluation, which has been evaluated by FTA and determined to adequately and accurately discuss the environmental issues and effects of the proposed project. The Environmental Assessment/Section 4(f) Evaluation also provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The Federal Transit Administration takes full responsibility for the accuracy, scope and content of the attached Environmental Assessment/Section 4(f) Evaluation.

DATE

FOR: SUSAN SCHRUTH
DIVISION ADMINISTRATOR
FEDERAL TRANSIT ADMINISTRATION

Certificate of Compliance

Project DPM-0011(001), Fulton County

P.I. No. 770310

I hereby certify that the Georgia Department of Transportation has considered the social, economic and environmental effects of the project and has fulfilled the requirements of 23 USC 128 relating to public hearing requirements.

Georgia Department of Transportation

By: Donald L. Dettell

Title: State Environmental/Location Engineer

Date: 6/22/95

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I. NEED FOR AND DESCRIPTION OF PROPOSED ACTION

A. Need For Proposed Action

Metropolitan Atlanta, the 12th largest metropolitan area in the U.S. with over three million people, is one of the country's fastest growing regions. Atlanta's role as a major transportation hub has contributed greatly to its growth and to the economic health of the entire region. Rail access played a key role in Atlanta's initial development. Today, Atlanta continues to serve as an important rail freight hub and intermodal freight transfer point.

The region's railroad system provides daily intercity passenger service on Amtrak's Crescent, which operates between New York and New Orleans through Atlanta. Consistent with its prime location and expanding economy, Atlanta would also be a stop on Amtrak's proposed service between Chicago and Miami. Amtrak's present station is located at the intersection of Peachtree Road and Deering Road in an area known as Midtown. The facility is small and very old, and has very poor connectivity with other transportation modes.

Atlanta also serves as a hub for three major intercity bus carriers which offer service to many communities in Georgia, the southeastern United States, and have connections nationwide. The bus terminal is located at 81 International Boulevard and consists of a facility that was originally not designed as a bus terminal and has poor connectivity to other transportation modes.

In the general area, MARTA provides bus and rail service from various locations in the metropolitan area. The facilities are still in good condition and offer passengers a safe environment.

In order to provide facilities necessary to enhance the existing

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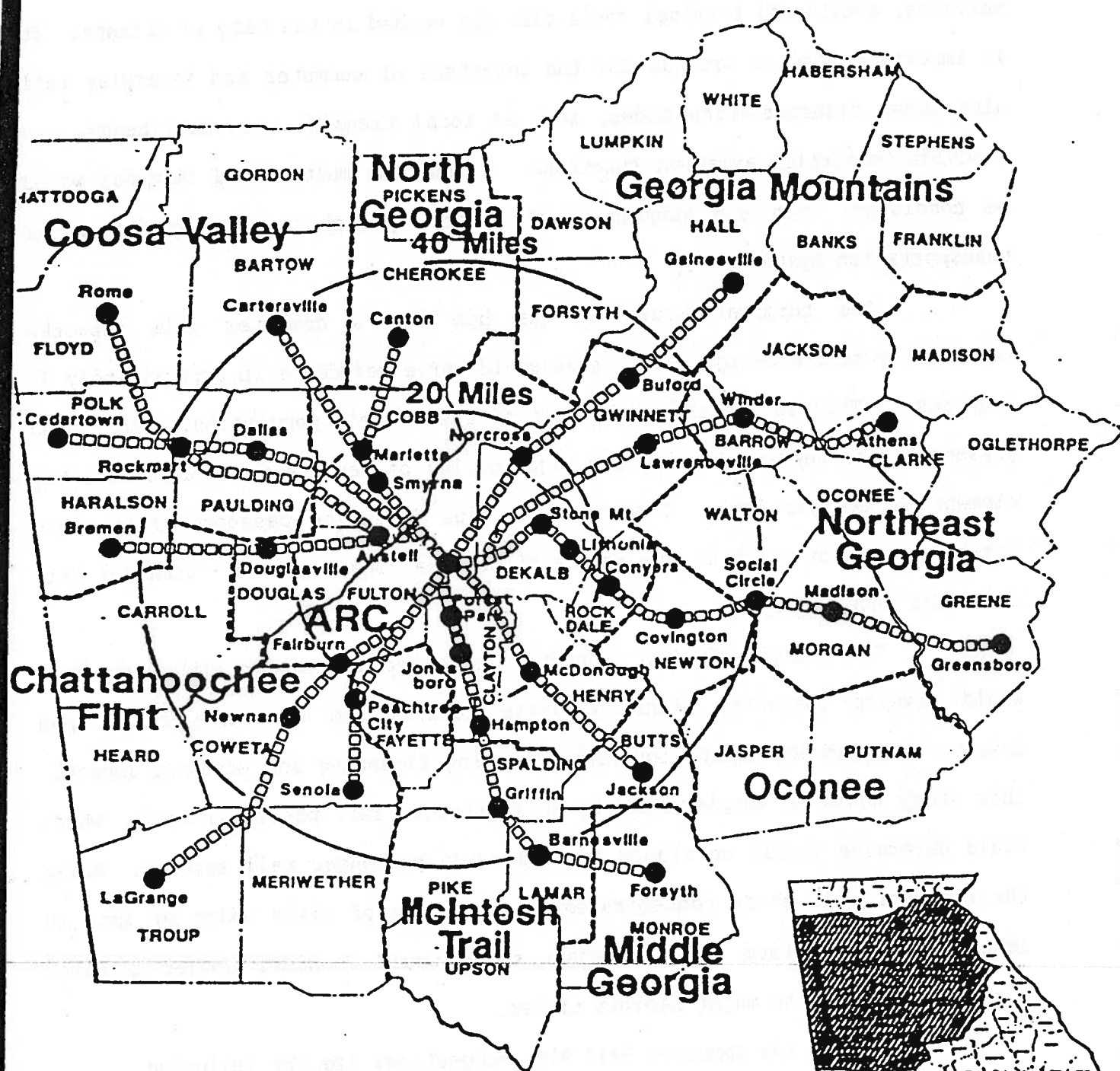
rail passenger service and adequately serve future intercity or commuter rail services, additional terminal facilities are needed in the City of Atlanta. It is important also to provide for the interface of commuter and intercity rail with other transportation modes, such as local transit, intercity buses, and landside commercial aviation functions. A downtown multi-modal terminal would be consistent with and supportive of federal policy to develop intermodal transportation systems.

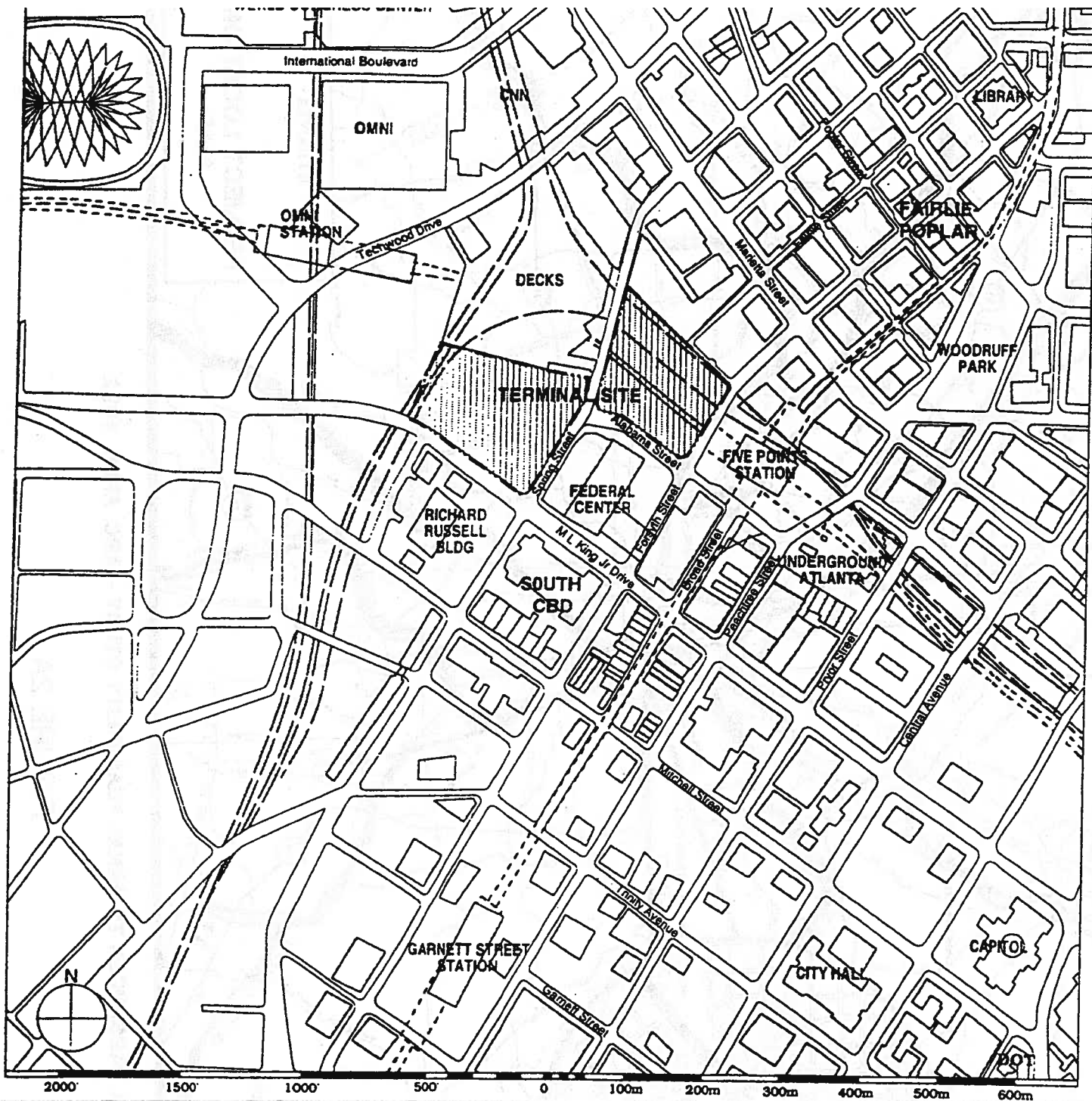
The terminal would be the hub for a commuter rail network, tentatively called Georgia Rail, that would serve residents in approximately 40 counties. This is approximately half of the state's population. High-speed passenger rail service linking the major cities of Georgia would also be a key element of Georgia Rail. Commuter rail plus intercity passenger rail would together serve over 70% of the people of Georgia (see Figure 1 - Commuter Rail Corridors Under Study).

The Georgia DOT has sponsored an in-depth commuter rail study that would develop operating plans, estimate capital and operating costs, and develop a staged implementation plan including financing and economic impacts. This study would be supplemented by an intrastate rail passenger study, which would determine viable corridors for statewide passenger rail service. While the commuter rail study concentrated on corridors of sixty miles or less in length, the intrastate rail passenger study would consider longer distance corridors between the major Georgia cities.

Some of the Commuter Rail Plan suggestions are the following:

- Commuter rail is feasible in six (6) of the Northern Georgia rail corridors as a new transportation mode for the metropolitan area to supplement the existing systems and provide a new regional passenger rail service. A two-phase staging plan will allow implementation of service on three (3) corridors by 2000 and an additional three (3) corridors by 2010.





MULTI-MODAL PASSENGER TERMINAL

State of Georgia
Department of Transportation

Project DPM-0011(001), Fulton County
GDOTPI#770310

MAY 1994

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LOCATION MAP

FIGURE 2B

The terminal building, immediate terminal area, and offsite elements necessary for initial operations by Amtrak and intercity buses, including essential support facilities, would be constructed as part of the Startup Phase of the project. The terminal would include provisions for future commuter rail service from the proposed twelve corridors into the terminal, as well as a second Amtrak service (Chicago to Miami). Provisions for commuter rail would also include additional platforms and onsite track improvements, extensive train storage and service yards, as well as additional offsite track improvements to facilitate commuter rail operations without adversely affecting rail freight operations. The terminal would consist essentially of a plaza/street level with pedestrian concourse; terminal offices for Amtrak, intercity bus, terminal operating agency, rental car companies and other entities as identified during the project development; intercity bus terminal, with facilities for bus loading and servicing; track level, with tracks and high-level platform(s) for the Amtrak Crescent and at least one commuter rail line (platform possibly shared with Amtrak); parking and other related or ancillary facilities. Direct and easy pedestrian access to the MARTA Five Points station and the proposed Atlanta Federal Center from the train and bus concourses would also be provided.

Railroad track improvements include those in the immediate terminal area and at certain offsite locations required for initial terminal operations which will be determined during the project development. In the terminal area, CSX mainline tracks would be relocated, and a two-track Amtrak Crescent platform would be constructed. Relocation of the mainline Circle Wye track would be necessary. Railroad signals and communications would be upgraded. Some offsite track improvements would be necessary to allow the Amtrak Crescent

to reach the terminal. These may include, but not be limited to: upgrading the CSX tracks through the "gulch"; upgrading Armour Yard and the connection to the Decatur Belt at Armour Yard; upgrading Norfolk Southern's Decatur Belt tracks and reconnecting the Decatur Belt to the CSX (see Figures 3A - 3G - General Trackwork).

Once the station is built, as many as twelve commuter rail lines would be implemented over the following two decades. Most of these lines would share existing tracks with the two Class I freight railroads operating in Georgia, CSX Transportation and Norfolk Southern Corporation. Some lines, however, would be owned by the state and be used exclusively for passenger rail operations. It should be noted that these state-owned lines could feature joint use by bicycle/pedestrian trails, which would further serve community transportation needs.

Some minor reconstruction of existing city streets may be required. No additional through lanes would be added to the existing streets, and no through streets would be closed.

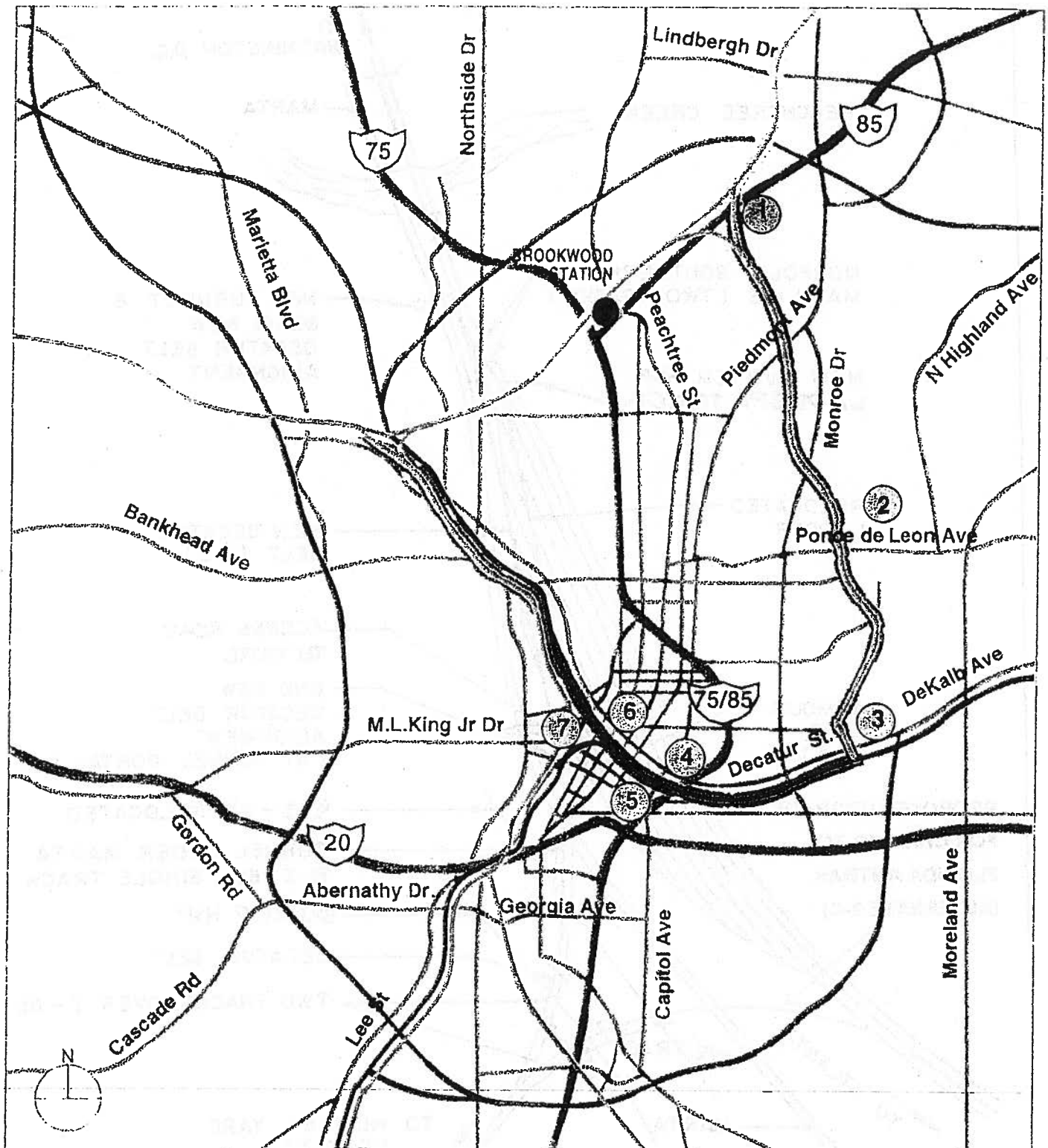
II. ALTERNATIVES TO THE PROPOSED ACTION

Since the proposed action would require the destruction of one and the alteration of another historic resource eligible for listing in the National Register of Historic Places, reducing the scope of work, alternatives sites, and the no-build alternative, are also being considered. For detailed information concerning alternatives, refer to Section III., ENVIRONMENTAL IMPACTS, Section 4(f) Evaluation.

III. ENVIRONMENTAL IMPACTS

A. Land Acquisition and Displacements

Land acquisition would be required for the proposed action. The site proposed for construction of the passenger terminal consists of



LEGEND:

NS Lines

CSX Lines

Existing Crescent

Proposed Crescent



Armour Yard (Exhibit 6B)

2. Decatur Belt (Exhibit 6C)

3. Decatur Street Connection (Exhibit 6D)

4. New Georgia RR Facility (Exhibit 6E)

5. Gulch Upgrade (Exhibit 6F)

6. Marietta Street Connection (Exhibit 6G)

7. Terminal Area Track Options :

1A (Exhibit 6H) 2C (Exhibit 6K)

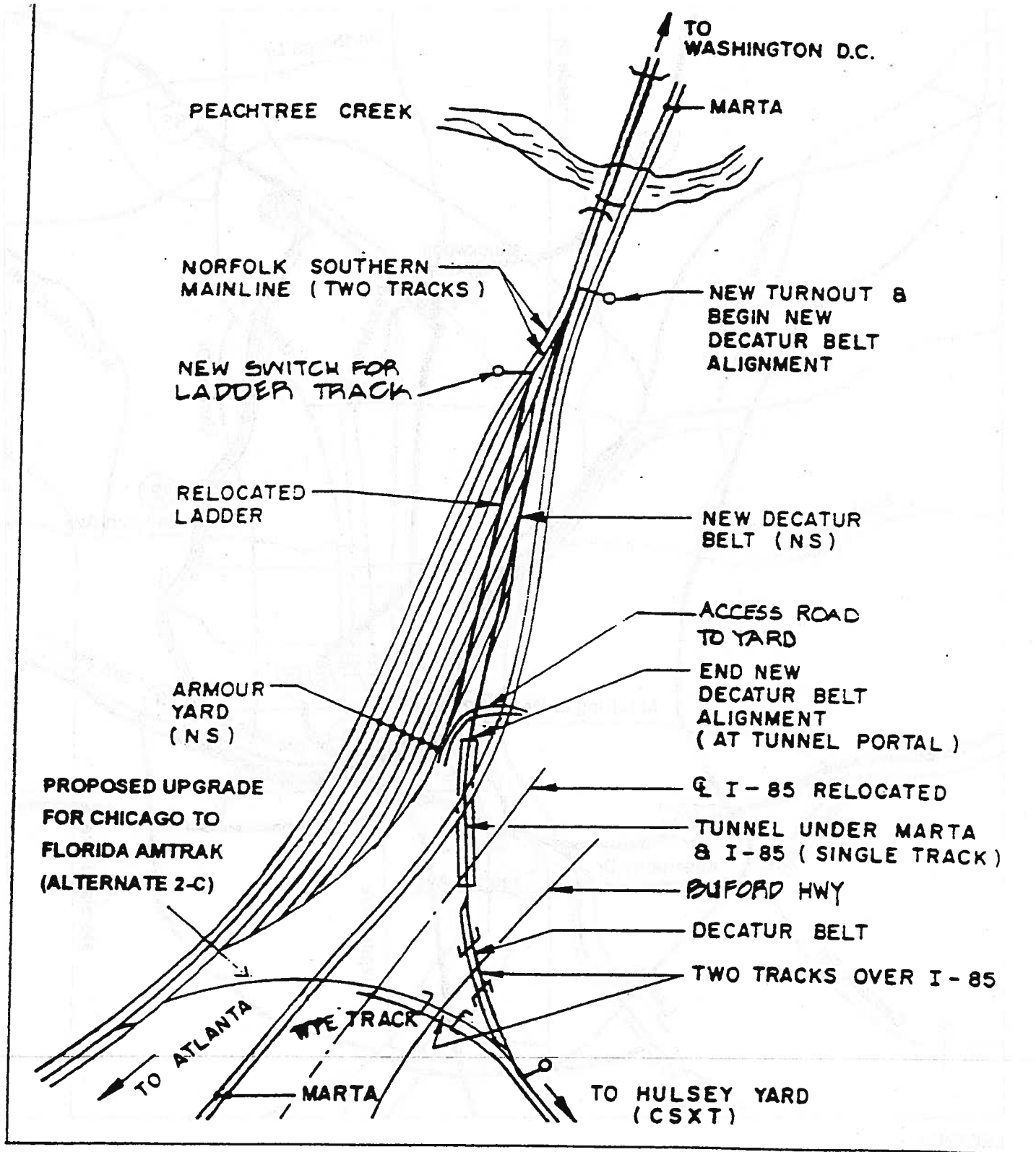
2A (Exhibit 6J) 3B (Exhibit 6L)

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**GENERAL RAIL IMPROVEMENTS-
KEY PLAN**

FIGURE 3A



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ARMOUR WYE RECONFIGURATION

FIGURE 3B

TRACK WORK

TO NS
MAIN &
ARMOUR
YARD

100
106

2° 00'

129

3° 00'

145

159

2° 00'

171

189

2° 00'

204

211

3° 40'

4° 15'

3° 21'

3° 00'

237

239

3° 04'

2° 53'

253

3° 30'

4° 00'

263

3° 00'

263

5° 00'

275

TO
HULSEY
YARD
(CSXT)

ARMOUR TO ACCESS, A.G.

MONTGOMERY FERRY RD., O.H.

CLEAR CREEK, U.G. 115'

PIEDMONT AVE., O.H.
WEST MINSTER DR., A.G. PRIVATE X-ING
CLEAR CREEK, U.G. 38'

PARK DR., O.H.

MONROE DR., A.G.
VIRGINIA AVE., O.H.

GREENWOOD AVE., A.G. PRIVATE X-ING

PONCE DE LEON AVE., U.G. 90'

NORTH AVE., U.G.

RALPH MCGILL BLVD., U.G. 84'
WILLIAMS MILL, A.G. PRIVATE X-ING

FREEDOM PARKWAY, O.H.

HIGHLAND AVE., O.H.

LAKE AVE., A.G.

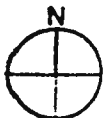
EDGEWOOD AVE. O.H.
AIRLINE ST., A.G.
DECATUR ST., A.G.

633

634

635

636



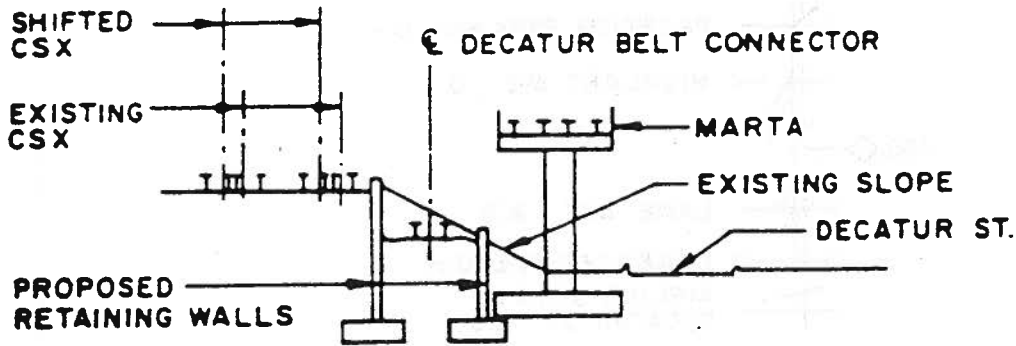
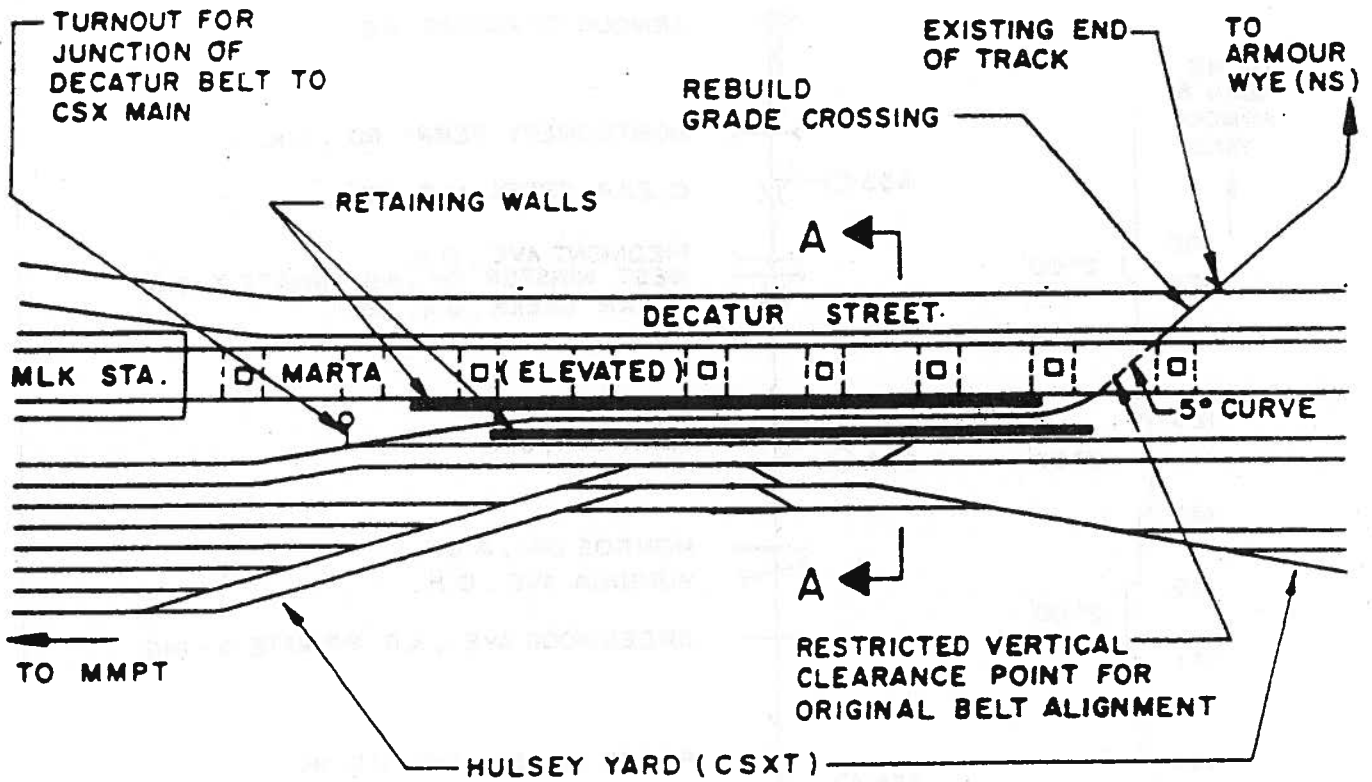
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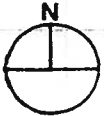
DECATUR BELT UPGRADE

FIGURE 3C

TRACK WORK



SECTION A-A



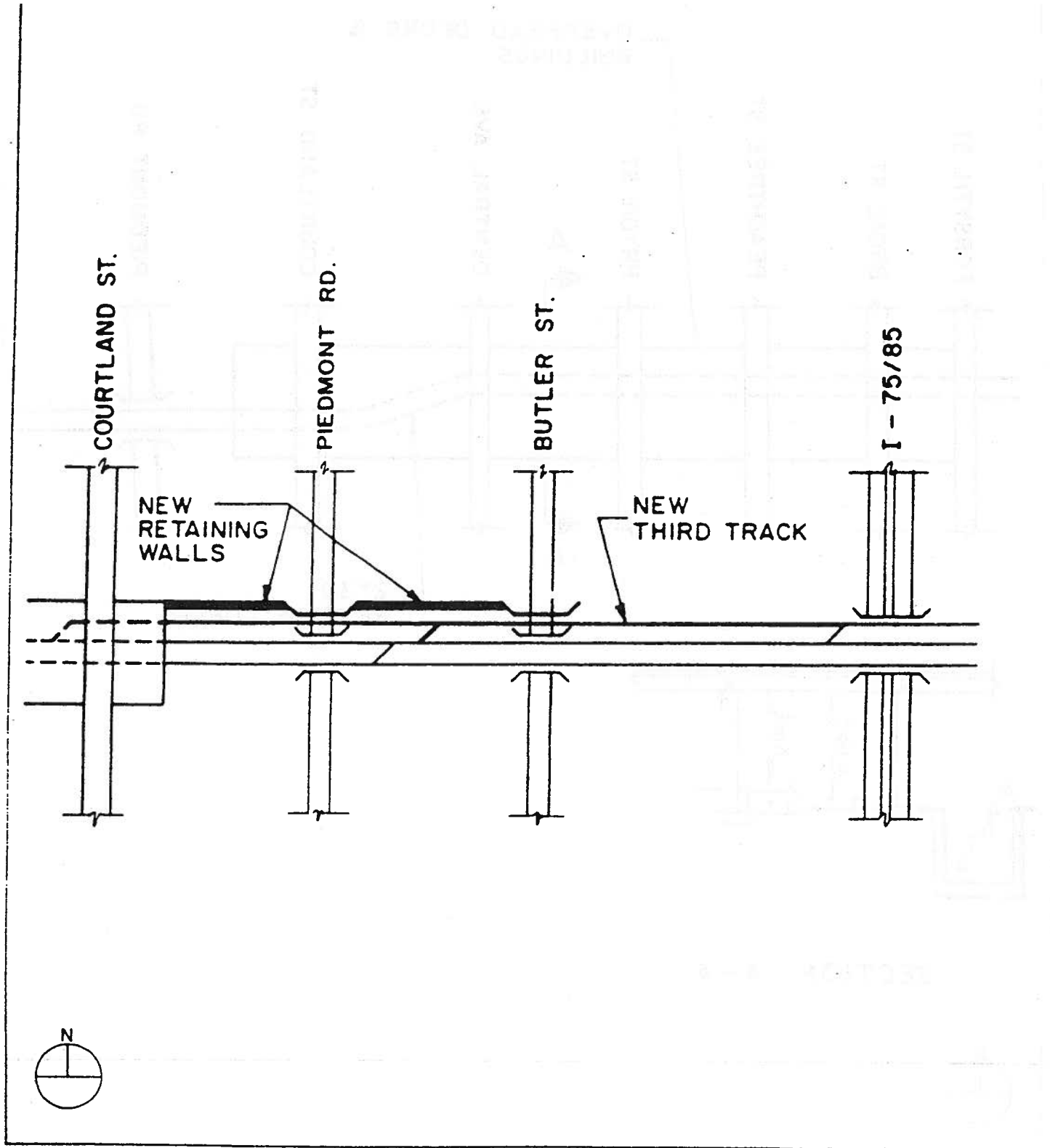
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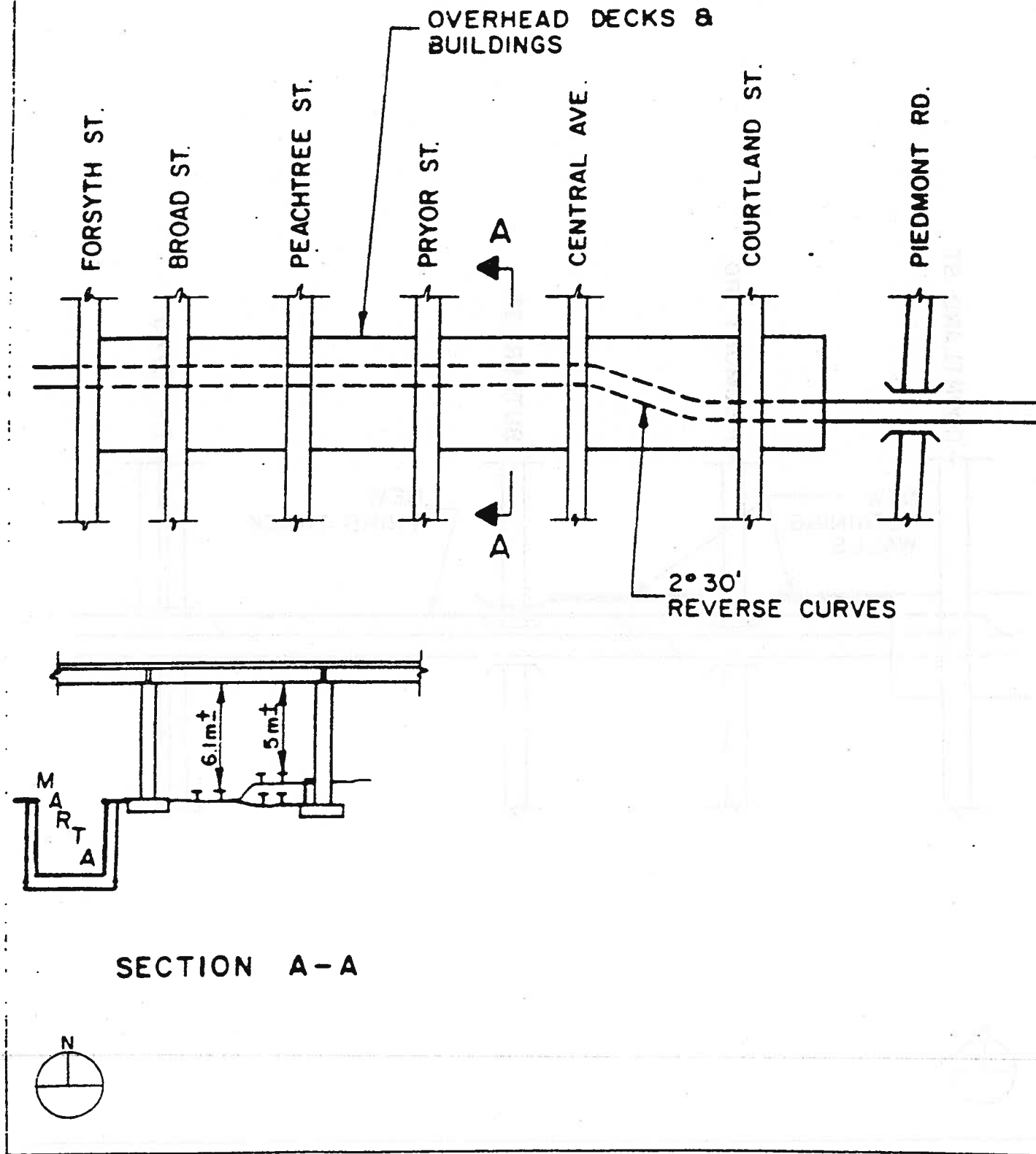
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DECATUR STREET CONNECTION

FIGURE 3D

TRACK WORK





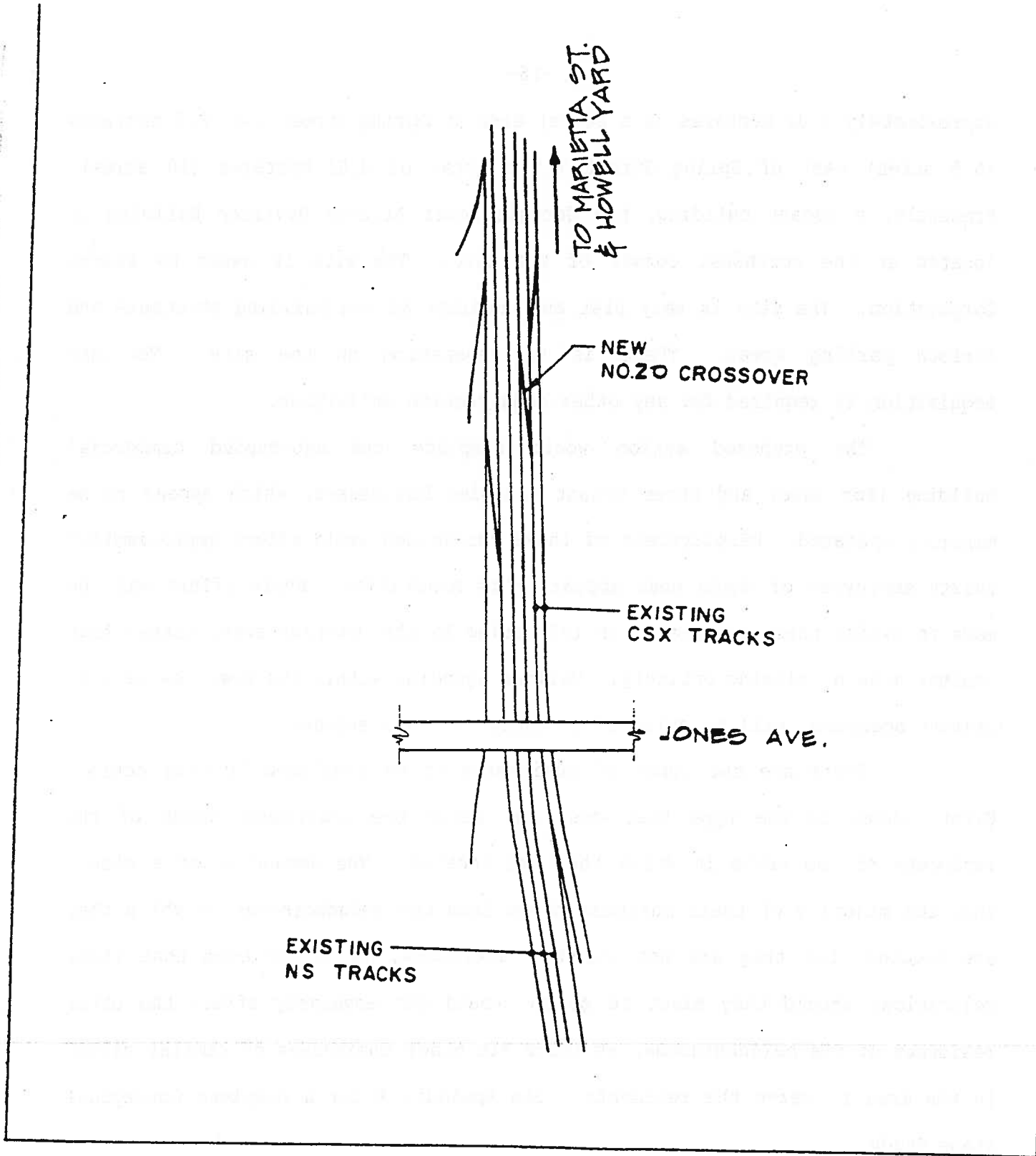
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GULCH UPGRADE

FIGURE 3F

TRACK WORK



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MARIETTA STREET CONNECTION

FIGURE 3G

TRACK WORK

approximately 1.82 hectares (4.5 acres) east of Spring Street and 2.2 hectares (5.5 acres) west of Spring Street for a total of 4.02 hectares (10 acres). Presently, a vacant building, the Georgia Power Atlanta Division Building is located at the northwest corner of the site. The site is owned by Fairco Corporation. The site is very flat and consists of one building structure and surface parking areas. There is no vegetation on the site. No land acquisition is required for any other construction activities.

The proposed action would displace one unoccupied commercial building (for sale) and three tenant occupied businesses, which appear to be minority operated. Displacement of these businesses would affect approximately thirty employees of which most appear to be minorities. Every effort will be made to assist these businesses in relocating in the downtown area, rather than another area or closing entirely. Various agencies within the area, as well as private agencies, will be enlisted to assist in this endeavor.

There are two types of businesses to be displaced by this action. First, there is the type that does not serve the individual needs of the residents of the areas in which they are located. The second is of a nature that the majority of their business comes from the neighborhoods in which they are located, but they are not unique. Therefore, it is believed that their relocation, should they elect to do so, would not adversely affect the other residents of the neighborhoods, as there are other businesses of similar nature in the area to serve the residents. See Appendix B for a complete Conceptual Stage Study.

The properties needed for the implementation of the project would be acquired through negotiation of deeds, in accordance with the Uniform Relocation Act and Uniform Real Estate Guidelines. If negotiations are not

successful, and the title cannot be obtained, the Department would acquire the title through condemnation procedures granted through Eminent Domain Power as specified in 49 CFR, Part 24.

B. Land Use and Zoning

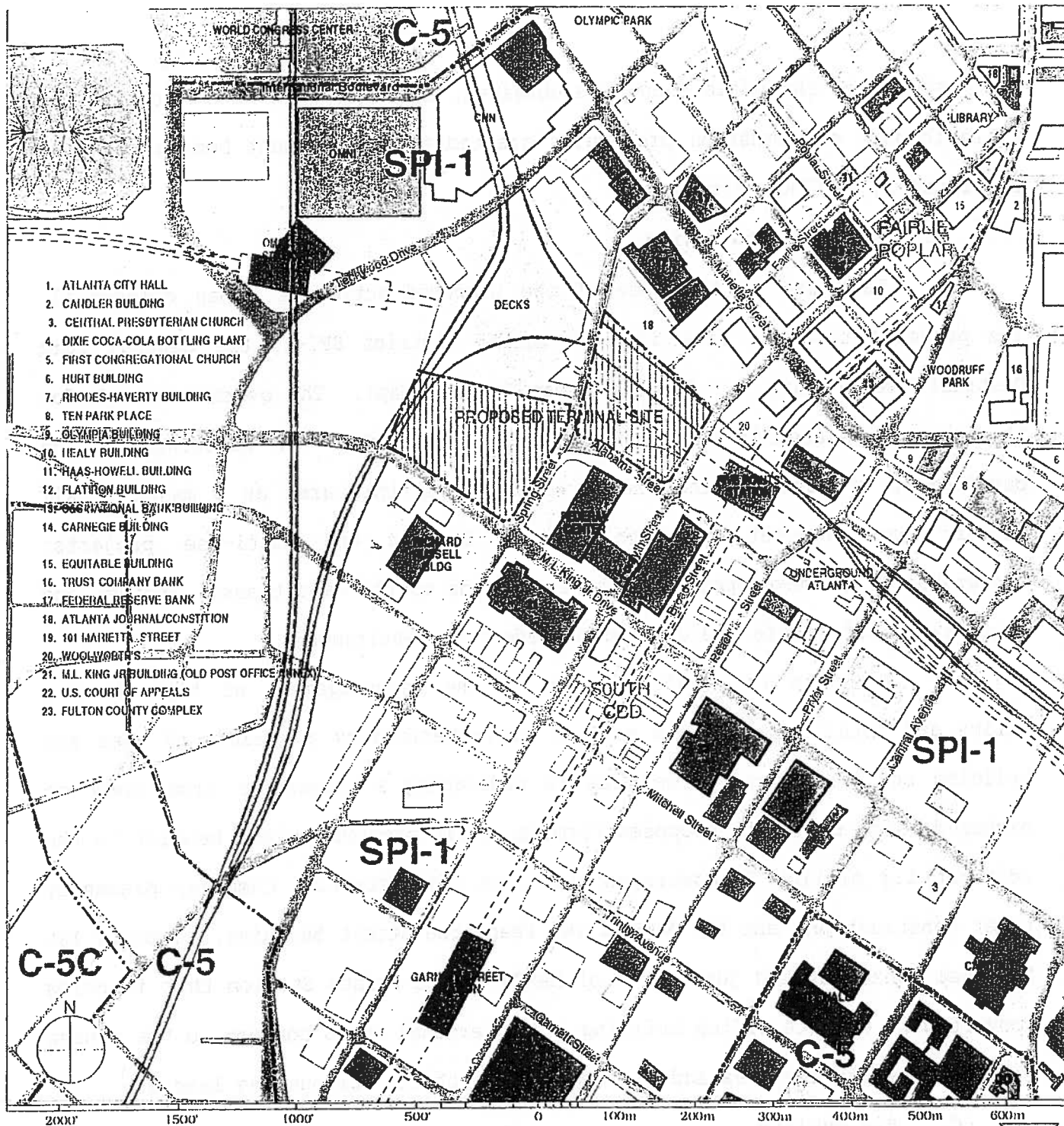
Land use in the area of the proposed action is urban commercial. The proposed terminal site lies in zoning district SPI-1, the Central Core District (see Figure 4 - Project Urban Context Map). The overall intent for this area, as stated in the zoning ordinance, calls for: the encouragement and development of major office users; expansion of this area as a major retail center; encouragement of high density housing and multi-use projects; encouragement of development at the crossroads of the mass transit system; and facilitation of a safe and convenient pedestrian environment.

Although the zoning intent is the encouragement of high density office and retail space, this area is characterized by a variety of uses and building scales; however, the area is undergoing a transition from lower to higher density use. The proposed terminal would provide a great benefit to the adjacent 1.3 million SF Government Services Administration Complex, presently under construction, and the Number Two Peachtree Street Building, formerly 1st National Bank, located just north of MARTA's Five Points Station that is being converted to a state office building. The terminal would conform to the zoning requirements for the area and is compatible with the surrounding land use.

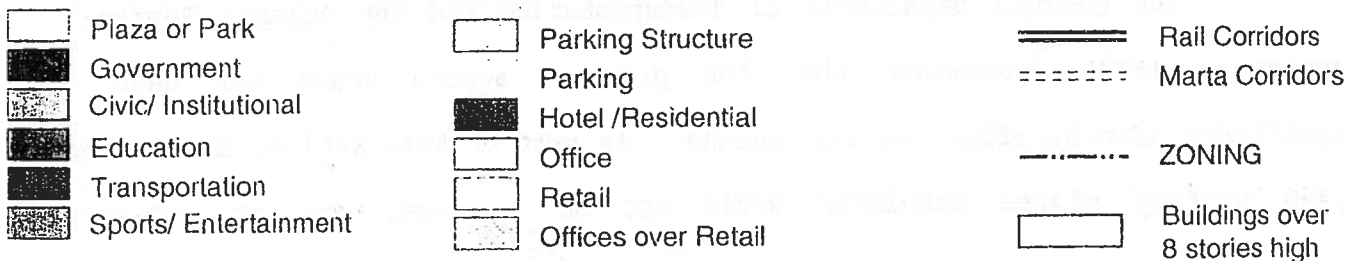
C. Air Quality

The Georgia Department of Transportation and the Atlanta Regional Commission (ARC) determined that the proposed action would not have a significant adverse effect on air quality. As part of this action, 35% of the 2,466 parking places displaced would not be replaced, and no capacity

?



Land Use (present or pending near-term):



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URBAN CONTEXT

FIGURE 4

increasing roadway projects are included. Overall, traffic in the downtown area is not expected to increase significantly and no major changes in traffic patterns would occur. It is concluded that this action is in compliance with state and federal standards and is consistent with regionwide air quality goals for attainment of clean air in the state.

The proposed action would be in an area where the State Implementation Plan (SIP) does contain transportation control measures (TCMs), which were approved by the U.S. Environmental Protection Agency on November 10, 1983. On September 17, 1993, the U.S. DOT (FHWA and FTA) determined that both the Fiscal Year (FY) 94 - 99 Transportation Improvement Program (TIP) (approved by ARC on June 23, 1993) and the 2010 Regional Transportation Plan (RTP) (approved by ARC on September 22, 1993) for the Atlanta region conform to the SIP. This action is included in the current TIP and current RTP, it does not interfere with the implementation of any TCMs, and the concept and scope have not been modified from that included in the regional air quality analysis. Therefore, pursuant to the Interim Conformity Guidance and the Final Transportation Conformity Regulations, the proposed action conforms to the SIP.

The proposed action meets the requirements of Section 51.462 of the Final Conformity Regulations, therefore, it is exempt from the regional emissions analysis requirement. The Atlanta area-wide HC analysis indicates that this action, along with other listed Atlanta regional projects, is consistent with federal air quality guidelines regarding HC emissions.

D. Vibration and Sound

The general approach to this assessment was to measure and compare typical rail induced air and ground borne vibrations collected from representative locations along the Decatur Belt rail line with those generated

by Amtrak, heavy freight and commuter rail traffic in presently impacted areas.

The findings presented are based on calculations derived from The United States Department of Transportation, Federal Transit Administration's Guidance Manual for Transit Noise and Vibration Impact Assessment. This manual is marked as draft and is dated March 1995. Specifications pertaining to the anticipated types, speeds and number of trains per day time hour were provided by the Georgia Department of Transportation.

Based on the available information, it has been assumed that a worst case hourly day time volume of rail traffic would occur between the hours of 7:00 and 8:00 a.m. This volume would consist of one Amtrak train composed of two engines and eight cars, and one commuter train composed of one engine and three cars. The maximum anticipated speed for either train in the Ansley Park/Piedmont Heights area would be 27.9 kph (45 mph). In addition, horns will not be blown in the immediate area, with the exception being cases of emergency. Applying the guidelines and formulas found in Section 6.2.1 of the Guidance Manual for Transit Noise and Vibration Impact Assessment, an hourly 15.2 meter (50 foot) project Leq of 62 db would be expected from the proposed combination of Amtrak and commuter rail line traffic on this line.

Actual day time Leq readings collected from 8 representative locations in the Ansley Park/Piedmont Heights study area ranged from 55 to 71 db. The distances from these recording locations ranged from 33.37 to 175.9 meters (110 to 580 feet) from the Decatur Belt Rail line.

The following chart contains recording locations, measured Leq readings, distances and calculated exposure levels for each structure. Exposure levels are based on recalculation of the Exposure vs. Distance Curve for Fixed Guideway.

Location	Distance	Measured Leq	Exposure Level
403 Montgomery Fy.	45.5 m (150 ft)	60 db	54 db
189 Avery Drive	136.5 m (450 ft)	55 db	48 db
201 Avery Drive	66.7 m (220 ft)	56 db	52 db
1758 Flagler Ave.	53.1 m (175 ft)	60 db	53 db
1510 Piedmont Ave.	33.4 m (110 ft)	61 db	56 db
80 Golf Circle	63.7 m (210 ft)	64 db	56 db
127 Avery Drive	163.8 m (540 ft)	55 db	46 db
1800 Flagler Drive	54.6 m (180 ft)	71 db	53 db

Based on the above chart, the projected exposure levels for all 8 representative structures surveyed during this study would fall well below existing day time Leq levels. For additional information on the procedures, implementation, and discussion of tasks, refer to Appendix C for a complete Sound and Vibration Impact Assessment and Addendum.

The collection of off site data in the presence of Amtrak and heavy freight traffic occurred primarily along Southern Railroad's line running between the Armour Yard line and Deering Road. This section of track was chosen so that data could be collected from Amtrak, as well as, heavy freight trains moving at the anticipated maximum Decatur Belt speed of 22 to 25 kph (35 to 40 mph). Due to the relatively close proximity of this area to the Ansley Park/Piedmont Heights study area, it was assumed that the general ecology of the two areas would be similar and vibration transmission

characteristics would be relatively consistent. Seismic attenuation tests were conducted to verify this assumption.

Based on the findings of all the tasks of the study, the addition of 22 to 25 kph (35 to 40 mph) Amtrak and/or light commuter rail traffic to the existing Decatur Belt would have minimal ground vibration and/or sound level impact on the residential structures in the Ansley Park/Piedmont Heights area. Refer to the Task Sections in the Sound and Vibration Impact Assessment for specific data.

The expected increase in speed of Amtrak and light commuter trains combined with the weight differential and increased efficiency of operation between these and the present Decatur Belt freight trains should affect a much shorter impact reduction on individual structures for both ground and air borne vibrations. Such reductions should greatly reduce the chance of an impacted structure reaching resonance at its natural frequencies and, in turn, reduce the possibility of structural amplification of ground or air borne wave forms and the noticeability of such wave forms to the occupants of impacted structures.

The findings also indicated that in no case would the addition of Amtrak and/or light commuters trains to the Decatur Belt produce ground or air borne vibrations that would be considered structurally threatening to near by residential structures from a single pass or cumulative standpoint. Such vibrations were also found to be totally incapable of producing cosmetic damages to brick, drywall, stucco, plaster lath walls, ceramic tile surfaces and/or the general visible finishes employed on nearby residential structures in the Ansley Park/Piedmont Heights area.

E. Water Quality

There are no streams, rivers or other bodies of water located within or near the area of potential effect. Therefore, no impact to water quality in the area of the proposed action would result.

Provisions in the construction contract would require the contractor to exercise every reasonable precaution during construction to prevent pollution in the vicinity of the proposed action. Where possible or necessary, early revegetation of disturbed areas would be accomplished so as to hold soil movement to a minimum. Dumping of chemicals, fuels, lubricants, bitumens, raw sewage, or other harmful wastes into or alongside of streams or impoundments, or natural or manmade channels leading thereto, would be prohibited.

Additional contract provisions would require the use of temporary erosion control measures as shown on the construction plans or as deemed necessary during construction. These temporary measures may include the use of berms, dikes, dams, sediment basins, fiber mats, netting, gravel, mulches, grasses, slope drains, and other erosion control devices or methods, as applicable. These provisions are coordinated with the permanent erosion control features insofar as practical to assure economical, effective, and continuous erosion control throughout the construction and post-construction periods and are in accordance with the Federal-Aid Policy Guide, Part 650, Subpart B.

F. Wetlands

The area of the proposed action has been surveyed with respect to jurisdictional wetland involvement as required by the provisions of Executive Order 11990 and subsequent federal regulations. No wetlands were observed within the area.

G. Flooding

The area of the proposed action is not located within an identified floodplain or flood prone area. The paving required for this action could result in additional water runoff, however, almost the entire downtown area is already paved and the existing drainage system in downtown Atlanta is sufficient to handle any additional runoff which would result from this action.

H. Navigable Waterways and Coastal Zones

The area of the proposed action is located in downtown Atlanta which is not located near navigable waterways or in a costal zone.

A U.S. Coast Guard Permit is not required for this action because no waters under Coast Guard jurisdiction are involved.

I. Ecologically Sensitive Areas

The area of the proposed action is located in downtown Atlanta. No ecologically sensitive areas are located within or the vicinity of the proposed action.

J. Endangered Species

Federally threatened and endangered species which have ranges that include the area of the proposed action are the Indiana bat, the peregrine falcon, the bald eagle, and the red-cockaded woodpecker. No threatened or endangered plant species were identified as potentially existent in the area. A survey for those species which were identified was conducted at the project site and general area. None were found, nor was any appropriate habitat sighted in the area of the proposed action. No critical habitat for the listed species, as defined by the U.S. Fish and Wildlife Service, is designated in the State of Georgia. ("Critical habitat," as defined in the Endangered Species Act, is a term for habitat given special protection for the benefit of a listed species).

K. Traffic and Parking

The proposed action would not significantly increase traffic in the downtown Atlanta area and is intended to reduce single occupancy vehicle traffic. The proposed action is intended to encourage more use of public transportation modes and, in conjunction with other measures and incentives, is expected to reduce the number of vehicle trips into the downtown area.

Parking in the area presently consists of both surface and structure parking. Approximately 2500 parking spaces would be displaced due to the proposed action. After discussions with the Multi-Modal Passenger Terminal Technical Advisory Group (TAG), it was recommended that of the 2500 parking spaces, 65% would be replaced by short and long term parking areas (surface or structure), curbside parking, and "bullpen" parking for taxis, limousines, and rental cars. The TAG consists of members from the GDOT, Federal Transit Administration, Federal Highway Administration, City of Atlanta (Planning & Development and Bureau of Traffic and Transportation), MARTA, Atlanta Regional Commission, Federal Railroad Administration, and various other agencies and interest business and community groups.

Parking would also be provided for employees, package express deliveries, service dock areas, and handicapped parking. Though 35% of the lost parking would initially not be replaced, the proposed parking structure would be designed to allow the construction of additional decks to serve as parking in the event that more spaces become necessary.

L. Energy Requirements and Potential for Conservation

The construction of the multi-modal terminal will require a considerable one-time expenditure of energy resources both in the fabrication of construction materials and in actual construction. Although construction and many construction materials themselves would require the consumption of

energy resources, the net result of project construction would be a long term savings of this resource.

The proposed terminal would encourage motorists to depend less on their vehicles and use other modes of transportation, such as buses or commuter rails. The benefits of this would be two fold. First, it would decrease vehicular use and decrease fuel consumption. Secondly, it would reduce the need to construct new roadways or widen existing ones. Overall, the proposed action is expected to result in the conservation of energy required to sustain an adequate transportation network.

M. Parklands and Historic Properties

1. Parklands

The area of the proposed action has been surveyed for significant parklands that may be affected by the construction. As a result of this survey, two sites, the Piedmont Park Historic Site and parkland within the Ansley Park Historic District were identified.

The Ansley Park Historic District consists of residential buildings, parks, and landscape features. The parkland associated with this district serves as a recreational area primarily for area residents. The proposed action would not affect the activities taking place in the park or impede its use in any way.

Piedmont Park consists of historic buildings, Lake Clara Meer, stone gates, the 1911 Peace Monument, the golf course and other landscape features located within the parkland. This parkland serves as a primary gathering area for locals and suburbanites. It also serves as the location for various City cultural events. The proposed action would not affect the activities taking place in the park or impede its use in any way.

2. Section 106

The area of the proposed action has been surveyed for historic and archaeological resources in compliance with Section 106 of the National Historic Preservation Act of 1966 and amendments thereto. The survey boundary and methodology were established using the "GDOT/FHWA Cultural Resource Survey Guidelines." These guidelines were established as a result of past interaction with the State Historic Preservation Officer (SHPO) and her staff and were agreed upon by the Federal Highway Administration (FHWA) and the SHPO, and have been shown to comply with provisions of Section 106.

The Department of Natural Resources' Fulton County and City of Atlanta surveys for historic resources were consulted in preliminary identification of historic resources. Lists of current and pending National Register properties were checked and aerial photographs of the area of potential environmental effect of the proposed action were consulted.

The state site files at the University of Georgia and existing survey reports were consulted to locate previously identified archaeological sites within the proposed action's area of potential environmental effect. Historic maps, including Sanborn Fire Insurance Maps from the years 1899, 1911, and 1932; a 1929 topographic quadrangle map; and maps showing original land lots, railways and city grids for 1837, 1845, 1850 and 1853 were examined to reconstruct the project area's development and land use patterns. Additionally, the "Cultural Resources Assessment for the Federal Center" [1993], the "Archaeological Impact Studies for the MARTA North and South Lines" [1979], the "Archaeological Impact Studies for the MARTA East and West Lines" [1977], and "Down Under: Archaeological and Historic Testing Phase Investigations in Underground Atlanta" [1986] were reviewed to develop an appropriate archaeological research context for the project area. Consultation

with the staff of the Historic Preservation Division (HPD) was also conducted to determine the level of archaeological survey required.

In addition, the Atlanta Regional Commission, the Atlanta Urban Design Commission, the Atlanta Preservation Center, the Atlanta Historical Society, Atlanta Landmarks, Inc., and the Georgia Trust for Historic Preservation were contacted in an effort to identify known historic and archaeological resources. Field surveys for historic resources in or eligible for inclusion in the National Register also were conducted within the area of potential environmental effect of the proposed action.

Phase I archaeological investigations were conducted in accordance with "GDOT/FHWA Cultural Resource Survey Guidelines." These guidelines provide general survey boundaries and methodological approaches to archaeological surveys based on the type/scope of proposed transportation projects and are followed during the initial identification of archaeological resources. The investigation consisted of a Level I field survey and extensive background research. The area of the proposed action is currently occupied by a combination of active railroad tracks, buildings and asphalt parking lots, with no area available for field surveying. Therefore, no subsurface testing was conducted at this stage of investigation.

Background research suggests that a very low probability exists for significant prehistoric sites to have survived the intensive historical disturbance and development in the area. The area of downtown Atlanta in which the Multi-Modal Passenger Terminal would be located is near the earliest historic development of the City. Previous archaeological studies have shown the existence of late 19th to early 20th century archaeological features in the vicinity of the project. Therefore, there is the potential that archaeological sites related to the early development of Atlanta (from 1830's) could be

located within the area of the proposed action. Although no existing or eligible National Register archaeological resources are known to exist within the area of potential environmental effect, it cannot be concluded that the action would have no effect upon archaeological resources in or eligible for inclusion in the National Register of Historic Places (NRHP). Therefore, Phase II testing within the 3.0 hectare (7.5 acre) project area will be accomplished prior to any construction activities. This will include those areas currently obscured by asphalt surfacing and active railroad right-of-way. The small area presently obscured by an existing structure [ca. 0.17 hectare (0.44 acre)] cannot be surveyed until demolition has been accomplished.

Survey in the parking and railroad areas will be accomplished by systematic testing. Small areas of asphalt or ballast will be mechanically removed at testing locations and subsurface tests will be made using shovel, auger or mechanized drill/auger. Testing within the area of the demolished building will use both mechanized and hand excavation techniques. In addition to these activities, a stipulation will be made as part of the construction contract requiring archaeological monitoring of initial project related ground disturbing activities, in accordance with 36 CFR 800.11(a): Planning for Discoveries.

As a result of the survey efforts, eight historic resources, the Terminus Historic District, the Circle Wye Railroad Junction, the Spring Street Viaduct, the Peachtree Southern Railway Station, the Ansley Park Historic District, Piedmont Park, the Virginia-Highland Historic District, and the Georgia Power Atlanta Division Building were identified within the project's area of potential environmental effect (see Figure 5 - Historic Resource Location Map).

The Spring Street Viaduct is scheduled for replacement by the City

of Atlanta under a recently passed bond referendum. This action is separate from the proposed action, and was planned by the City whether or not the multi-modal passenger terminal was implemented. Because the structure exists at the writing of this document, effects to this resource are addressed under Section M.3.c., Effects to Identified Historic Resources Resulting From the Proposed Action, for the compliance with Section 106 of the National Historic Preservation Act and Section 4(f) of the U.S. Department of Transportation Act.

The "Request for Determination of Eligibility" for The Terminus District was submitted to the SHPO on June 14, 1993 for Section 106 compliance for the Atlanta Federal Center. This resource was considered an eligible National Register resource by the General Services Administration and the SHPO. The Spring Street Viaduct was considered an eligible historic structure as a result of a bridge and viaduct study conducted by the Jaeger Company. The Virginia-Highland Historic District was considered an eligible historic resource as a result of Section 106 compliance on the Freedom Parkway project. This resource was considered an eligible National Register resource by FHWA and the SHPO. The Circle Wye Railroad Junction, the Peachtree Southern Railway Station, and the Georgia Power Atlanta Division Building were considered eligible historic resources as a result of technical assistance meetings with the staff of the SHPO. In accordance with 36 CFR 800.4(c)(2), each of these resources is considered eligible for inclusion in the National Register of Historic Places (NRHP); therefore, no "Requests for Determination of Eligibility" for these resources will be submitted with this document. The Ansley Park Historic District and Piedmont Park are listed in the NRHP.

a. **DESCRIPTION OF THE RESOURCES WITHOUT 4(F) INVOLVEMENT**

1. **Terminus Historic District**

The Terminus Historic District consists of low-rise and medium-rise

masonry commercial and governmental office buildings. Buildings range in height from one story to eight stories. Most have flat roofs and all except the Post Office Annex have zero lot lines. The District contains a wide range of commercial styles popular in America from 1880 to 1960 including Victorian Eclectic, Sullivanesque, Italianate, Chicago, Neo-Classical, Renaissance Revival, Art Deco, Art Moderne, and International Styles.

The Terminus Historic District is bounded on the north by Martin Luther King Jr. Drive, Forsyth Street, and Alabama Street; on the east by the Underground Atlanta entertainment complex, Peachtree Street, and the new Fulton County buildings complex; on the south by Mitchell Street, by parking lots, and contemporary commercial and institutional development; and on the west by Spring Street. The proposed boundary of the Terminus Historic District includes the Hotel Row Historic District, which was listed in the National Register on July 20, 1989, and the commercial buildings along Peachtree Street that were once a part of the Underground Atlanta Historic District because that District no longer meets the criteria for inclusion in the National Register. These districts were previously included in the Terminus Historic District "Request for Determination of Eligibility" (DOE) submitted to the SHPO as a part of the cultural resources assessment for the Atlanta Federal Center. The proposed boundary of the Terminus Historic District excludes the Spring Street Viaduct and the Old Georgia Power Atlanta Division Building that were included in the same DOE previously submitted to the SHPO. The continuity of these resources with the proposed Terminus Historic District has been lost because the resources have been separated from the Terminus Historic District by the loss of the Rich's Store for Homes and the parking garage which were demolished for the construction of the Atlanta Federal Center.

The Terminus Historic District has previously been determined eligible for inclusion in the National Register of Historic Places. A "Request for Determination of Eligibility" (DOE) was submitted to the SHPO as a part of the cultural resources assessment for the Atlanta Federal Center. The proposed National Register boundary containing 6.5 hectares (16.1 acres) differs slightly from the eligible National Register boundary in the way described above. The proposed resource boundary includes all of the commercial buildings and structures identified within the eligible boundary except the Georgia Power Atlanta Division Building and the Spring Street Viaduct. The Terminus Historic District is considered eligible under National Register Criteria A, B, and C as a late-nineteenth to mid-twentieth century commercial district. The Terminus Historic District possesses a local level of significance in the areas of community planning and development, architecture, engineering, social history, and commerce. The Terminus Historic District possesses a national level of significance due to its association with Martin Luther King, Jr. and the Civil Rights movement.

2. The Circle Wye Railroad Junction

This is the site of the junction of the three original railroads around which Atlanta has grown. The original railroads were the Georgia Railroad, the Macon and Western Railroad, and the Western and Atlantic Railroad. The State-built Western and Atlantic Railroad was chartered to start on the eastern side of the Chattahoochee River and run through the mountainous terrain of north Georgia into eastern Tennessee. The site selected as the terminus of this line was 9.7 kilometers (6 miles) from the Chattahoochee River where there was a gradual grade leading from the 228.6 meter (750 foot) river elevation to a relatively level 304.8 meter (1000 foot) ridge which extended

from the northeast to the southwest. The ridge was found to provide a convenient junction with the Macon and Western Railroad, which was planned to lead south to Macon and Savannah, and the Georgia Railroad, which was planned to connect east with Augusta and then to Charleston, South Carolina.

The proposed National Register boundary consists of the rail corridors of the three original railroads and the area between the three junctions comprising the Circle Wye. This site is considered eligible under National Register Criterion A as the railroad corridors and railroad junction that provided the impetus for the beginning and subsequent growth of the City of Atlanta and served as the focus of the City of Atlanta's transportation system. The Circle Wye Railroad Junction is not considered eligible under Criterion C because changes have occurred to the original alignment of the railroad tracks. Many of the railroad tracks that were located in the area where Terminal Station and New Union Station were located have been moved from their original alignment or have been removed completely. The Circle Wye site possesses a local level of significance in the areas of community planning and development, engineering, social history, and transportation.

3. Peachtree Southern Railway Station

This building also known as Brookwood Station, is owned by Norfolk Southern Railway, and was designed by the architectural firm of Hentz, Reid, and Adler in 1916 in the Italian Renaissance Revival style. The Peachtree Street facade is composed of three bays defined on each end and separated by a total of four wide brick pilasters. Each pilaster possesses a low limestone base and an unusual capital which is made up of two parts: a "lower" capital which supports the "upper" capital within the building's entablature. Each bay is infilled by a large entrance executed in the Palladian window motif. A door

is found in the center of each of these entrances and is surmounted by an over-door canopy. The center bay canopy is a pedimented gable with swags set in between its supporting brackets. The two end canopies have segmented arches which terminate in arcoteriums. Four columns make up each of the major vertical elements in the Palladian inspired entrances while bracketed keystones tie the round arches of the portals to the building's entablature.

The south facade is one bay wide with the brick wall terminated on both the east and west end by wide brick pilasters. Between the pilasters are four Corinthian columns which are set in pairs with each pair supporting a broken entablature that is joined by a semicircular fanlight window. A life-size statue of Samuel Spencer, the first president of the Southern Railway, which formerly stood at the Terminal Station, is located on the south side of the terminal and situated in such a manner as to be framed by the decorative elements of that facade.

The rear or west facade of the station includes a covered porch leading from the baggage rooms and a stairway which descends from the Peachtree Street level to the track platform below. The Deering Road facade is more unified than the rear facade and the unusual angle at which the rear additions are attached is less apparent on this side of the building.

The interior of the Station is simple in terms of its layout and design. There are two waiting room spaces, with one slightly larger than the other, that constitute the bulk of the main block of the building. Both waiting rooms possess pew-like wooden benches whose curved backs act as stands for street-like lighting lamps. A short brass rail defines the ticket window area against the west wall of the main waiting room.

The proposed National Register boundary, containing 0.13 hectares (0.32 acres), includes all of the resources described above. This resource is

considered eligible under National Register Criteria A, B, and C as an early twentieth century railroad station. The Peachtree Southern Railway Station possesses a local level of significance in the areas of community planning and development, architecture, engineering, social history, and transportation.

4. Ansley Park Historic District

The Ansley Park Historic District, which is listed in the National Register, consists primarily of single-family detached and multi-family residential buildings. The houses within the District are diverse in height and scale and represent a wide range of early-twentieth century residential and contemporary suburban architecture. Architectural styles represented include Colonial Revival, Neo-Classical, Italian Renaissance Revival, Queen Anne, Tudor, Prairie, and Craftsman. The buildings range in from one to three stories. The grander buildings are primarily situated on larger lots along primary streets, at primary intersections, or overlooking parks. Smaller houses are arranged on narrow lots along secondary and tertiary streets.

The Ansley Park Historic District is roughly bounded on the north by Beverly Road and the Ansley Park Golf Course; on the east by the Decatur Belt of the Southern Railroad; on the south by Piedmont Avenue and Fourteenth Street; and on the west by Peachtree Street. The proposed boundary of the Ansley Park Historic District includes the residential buildings, parks, landscape features, and the immediate setting within the National Register boundary.

The proposed National Register boundary, containing 111.3 hectares (275.0 acres), includes all of the buildings, parks, and landscape features within the proposed boundary. The Ansley Park Historic District is considered eligible under National Register Criteria A and C as an early-twentieth century

residential district. The Ansley Park Historic District possesses a local level of significance in the areas of community planning and development, architecture, landscape architecture, and social history.

5. Piedmont Park

The grounds of Piedmont Park, which is listed in the National Register, were originally laid out as the site of the Cotton States and International Exposition of 1895 and were later purchased by the City of Atlanta for a city park. Lake Clara Meer, an irregularly-shaped, man-made body of water, is located at the wide southern portion of the park. One park entrance, located north of the intersection of Monroe Drive and Tenth Street, leads into a driveway surrounding the lake which connects with a five-mile drive winding through the entire park. At the northeast corner of the lake, the road intersects the second major park access route which leads from the 1912 Park Drive Bridge into the park. The third major park entrance connects the Ansley Park Historic District by way of the Prado. This entrance begins at the northern apex of the park and winds through a densely forested area along the highest elevation of the grounds and then descends to a section of road that surrounds the major open space of the park.

Piedmont Park is bounded on the north and west by Piedmont Avenue; on the east by the Decatur Belt of the Southern Railroad; and on the south by Tenth Street. The listed boundary of Piedmont Park includes the buildings associated with the Gentleman's Driving Club, Lake Clara Meer, the stone gates at the Fourteenth Street-Piedmont Road entrance, the 1911 Peace Monument, the golf course, and all the other landscape features located within the park boundary.

The listed National Register boundary, containing 74.9 hectares

(185.0 acres), includes all of the landscape features and buildings within the listed boundary and the immediate setting. Piedmont Park is a historic site eligible under National Register Criteria A and C as a late-nineteenth to early-twentieth century city park and exposition site. Piedmont Park possesses a local level of significance in the areas of community planning and development, landscape architecture, engineering, and social history.

6. Virginia-Highland Historic District

The Virginia-Highland Historic District consists of several small residential developments which occurred from 1895 to 1930. One of the earliest subdivisions in the northwest portion of the district was known as North Boulevard Park, which was developed between 1915 and 1925. It consists of single-family detached and multi-family residential buildings and parks. Like Ansley Park to its west, North Boulevard Park took advantage of the proximity to Piedmont Park. North Boulevard was linked to Piedmont Park with the construction of the concrete and brick Park Drive Bridge in 1912. The bridge was a joint project of the North Boulevard Park Development Company, the City of Atlanta, and the Southern Railway. Adjacent to North Boulevard Park is the subdivision of Orme Park. Less significant subdivisions, sometimes consisting of only one or two streets, account for the development of the rest of the district. This is apparent in the streets south of Virginia Avenue. Buildings throughout the District range in height from one story to three stories. The District primarily contains bungalows and small 1920-30s period houses which exemplify the standard of middle-income housing throughout the City of Atlanta in the first half of the twentieth century.

The Virginia-Highland Historic District is roughly bounded on the north by Amsterdam Avenue; on the east by Briarcliff Road and Rosedale Road; on

the south by Ponce de Leon Terrace and Dewry Street; and on the west by the Decatur Belt of the Southern Railroad and Ponce de Leon Place. The proposed boundary of the Virginia-Highland Historic District includes the residential buildings, landscape features, Park Drive Bridge, and the immediate setting within the proposed National Register boundary.

The proposed National Register boundary, containing 144.7 hectares (357.5 acres), includes all of the buildings and landscape features within the proposed boundary. The Virginia-Highland Historic District is considered eligible under National Register Criteria A and C as an early-twentieth century residential district. The Virginia-Highland Historic District possesses a local level of significance in the areas of community planning and development, architecture, landscape architecture, and social history.

b. EFFECTS TO RESOURCES WITHOUT 4(F) INVOLVEMENT

1. The Terminus Historic District

A finding of No Effect is anticipated for the Terminus Historic District. In the area of the resource, implementation of the action would consist of the planning, design, and construction of a multi-modal passenger terminal. The terminal would serve several transportation modes, including commuter and intrastate rail, Amtrak, MARTA, intercity bus, landside airline operations, taxis, and rental cars.

Physical destruction, damage or alteration of all or part of the property would not occur because no construction would occur within the proposed National Register boundary of the resource nor would any right-of-way for rail lines be required from within the proposed National Register boundary.

The character of the setting of the Terminus Historic District outside the proposed National Register boundary consists of a sports and

convention complex with the Georgia World Congress Center, the Omni, and the Georgia Dome, and their related parking lots and parking decks, the MARTA Omni Station, the Spring Street Viaduct, and the Circle Wye Railroad Junction to the northwest; the MARTA Five Points Station, MARTA and commercial rail lines, contemporary high-rise office buildings, and the Fairlie-Poplar Historic District to the north; a retail and entertainment area with Underground Atlanta, and the Fulton County Government complex to the east; contemporary commercial and retail buildings and parking lots to the south; and a high-rise governmental office building, contemporary office buildings, parking lots, and a railroad to the west. This setting is not a National Register qualifying characteristic of this resource because the character of the setting has been compromised by recent development.

Implementation of the action would alter the character of the setting of the resource outside the proposed National Register boundary. However, this effect is not considered adverse.

Implementation of the action would not alter the character of the setting of this resource within the proposed National Register boundary because no construction or acquisition of railroad right-of-way would occur within the proposed National Register boundary of the resource.

The Terminus Historic District would not be isolated from the character of its setting because access to and through the district would be maintained.

Implementation of the action would not introduce elements which are adversely out of character with the resource visually. Visual changes are not considered adverse because two railroad terminals were previously located in the immediate area of the Terminus District.

The Terminus Historic District would not be affected audibly as a result of project implementation.

Implementation of the action is anticipated to indirectly affect the Terminus Historic District. However, this effect is not considered adverse.

2. The Circle Wye Railroad Junction

A finding of No Adverse Effect is anticipated for the Circle Wye Railroad Junction. In the area of the resource, implementation of the action would consist of the planning, design, and construction of a multi-modal passenger terminal. The terminal would serve several transportation modes, including commuter and intrastate rail, Amtrak, MARTA, intercity bus, landside airline operations, taxis, and rental cars.

Physical destruction, damage or alteration of all or part of the property would occur. In the Multi-Modal Passenger Terminal area, CSX mainline tracks would be relocated, and the two-track Amtrak Crescent platform would be constructed. Relocation of the mainline Circle Wye track would also be necessary. Changes have already occurred to the track alignments in the Circle Wye area, tracks to the former Terminal Station and New Union Station have been removed, and the location and orientation of the Circle Wye Railroad Junction itself has changed over the years. Project implementation would not be considered adverse to the Circle Wye Railroad Junction because the site and railroads are considered eligible under Criterion A as the railroad junction site that provided the impetus for the beginning and subsequent growth of the City of Atlanta and under this project that use would be enhanced and continued.

The character of the setting of the Circle Wye Railroad Junction outside the proposed National Register boundary consists of a sports and

convention complex with the Georgia World Congress Center, the Omni, and the Georgia Dome, and their related parking lots and parking decks and the MARTA Omni Station to the northwest; contemporary high-rise office buildings, and the Fairlie-Poplar Historic District to the north; the MARTA Five Points Station, MARTA rail lines, the Spring Street Viaduct, and the Terminus Historic District to the east; and a high-rise governmental office building, contemporary office and commercial buildings, and parking lots to the south. This setting is not a National Register qualifying characteristic of this resource because the character of the setting has been compromised by development.

Implementation of the action would alter the character of the setting of this site outside the proposed National Register boundary. However, this effect is not considered adverse.

The character of the setting of the Circle Wye site within the proposed National Register boundary consists of the rail corridors of the three original railroads: the Western and Atlantic, the Macon and Western, and the Georgia railroad.

Implementation of the action would alter the character of the setting of this resource within the proposed National Register boundary. However, this effect is not considered adverse.

The Circle Wye Railroad Junction would not be isolated from the character of its setting because access to the site would be maintained.

Implementation of the action would not introduce elements which are adversely out of character with the site visually because the construction of a Multi-Modal Passenger Terminal is consistent with historic land use in the area.

The Circle Wye Railroad Junction would not be affected audibly as a result of implementation of the action because the Circle Wye Railroad Junction is not a noise sensitive resource.

There would be no significant atmospheric effect to this property as a result of implementation of the action. The project is consistent with the State Implementation Plan for air quality in the region.

Implementation of the action is not anticipated to indirectly affect the Circle Wye Railroad Junction.

3. Peachtree Southern Railway Station

A finding of Adverse Effect is anticipated for the Peachtree Southern Railway Station. In the area of the resource, Amtrak's operations at the Peachtree Southern Railway Station would be relocated to the proposed multi-modal passenger terminal. The abandonment of this historic structure would leave it vulnerable to neglect and, even if abandonment of the entire structure does not result from project implementation, the historic use of the structure would be removed. A significant character defining feature would be diminished thereby constituting an adverse effect pursuant to 36 CFR 800.9(b).

Physical destruction, damage or alteration of all or part of the property would not occur because no construction or acquisition of railroad right-of-way would occur within the proposed National Register boundary of the resource as a result of implementation of the action.

The character of the setting of the Peachtree Southern Railway Station outside the proposed National Register boundary consists of an Interstate highway to the south and east, and multi-family residential and commercial development to the north and west. This setting is not a National Register qualifying characteristic of this resource.

Implementation would not alter the character of the setting of the resource outside the proposed National Register boundary because no construction or acquisition of railroad right-of-way would occur in the area of the resource as a result of implementation of the action.

The character of the setting of the Peachtree Southern Railway Station within the proposed National Register boundary consists of the structure and landscape features.

Implementation of the action would adversely alter the character of the setting of this resource within the proposed National Register boundary because the historic use of the station would cease with the relocation of Amtrak's operations to the proposed multi-modal passenger terminal, thereby diminishing a significant character defining feature.

The Peachtree Southern Railway Station would not be isolated from the character of its setting because access to the property would be maintained.

Implementation of the action would not visually affect the Peachtree Southern Railway Station because no construction would occur in the area of the resource as a result of the proposed project.

The Peachtree Southern Railway Station would not be affected audibly as a result of implementation of the action. The proposed action would not consist of the construction of a capacity increasing roadway in the area of potential environmental effect of the resource.

There would be no significant atmospheric effect to this property as a result of implementation of the action. The proposed action is consistent with the State Implementation Plan for air quality in the region.

Implementation of the proposed action is anticipated to indirectly

affect the Peachtree Southern Railway Station. Amtrak's operations at this station would be relocated to the proposed multi-modal passenger terminal. The proposed action could result in an indirect adverse effect to the station in the worst case scenario. Under 36 CFR Part 800.9(b), the Criteria of Adverse Effect, the neglect of a property resulting in its deterioration or destruction, or the transfer, lease or sale of the property would constitute an adverse effect to the property. The Norfolk-Southern Railway, which owns the station, has not identified a future disposition of the resource.

4. Ansley Park Historic District

A finding of No Effect is anticipated for the Ansley Park Historic District. In the area of the resource, implementation of the action would consist of the upgrading of the Decatur Belt of the Southern Railroad. These track improvements would consist primarily of replacing jointed rails with welded rails and replacing railroad ties as necessary.

Physical destruction, damage or alteration of all or part of the property would not occur because no construction or acquisition of railroad right-of-way would occur within the National Register boundary of the Ansley Park Historic District.

The character of the setting of the Ansley Park Historic District outside the National Register boundary consists of single-family and multi-family residential development and an Interstate highway to the north; the Decatur Belt of the Southern Railroad and Piedmont Park to the east; high-rise office and commercial development to the south; and high-rise office, commercial, and institutional development to the west. This setting is not a National Register qualifying characteristic of this resource because the character of the setting has been compromised by development.

Implementation of the action would not alter the character of the setting of the resource outside the National Register boundary because implementation of the action would consist of improvements to an existing railroad within existing railroad right-of-way and the current alignment would not be altered.

The character of the setting of the Ansley Park Historic District within the National Register boundary consists of the structures, landscape features, street layout, and topography.

Implementation of the action would not alter the character of the setting of this resource within the National Register boundary because project implementation would consist of improvements to an existing railroad within existing railroad right-of-way and the current alignment would not be altered in the area of the resource.

The Ansley Park Historic District would not be isolated from the character of its setting because access to the property would be maintained.

Implementation of the action would not visually affect the Ansley Park Historic District because implementation of the action would consist of improvements to an existing railroad within existing railroad right-of-way and the current alignment would not be altered in the area of the resource.

The Ansley Park Historic District would not be affected audibly as a result of implementation of the action. In the area of the resource, implementation of the action would consist of track improvements to the Decatur Belt of the Southern Railroad.

There would be no atmospheric effect to this property as a result of implementation of the action. The action is consistent with the State Implementation Plan for air quality in the region.

Implementation of the action is not anticipated to indirectly affect the Ansley Park Historic District because the action would consist of improvements to an existing railroad within existing railroad right-of-way and the current alignment would not be altered in the area of the resource.

5. Piedmont Park

A finding of No Effect is anticipated for Piedmont Park. In the area of the resource, implementation of the action would consist of the upgrading of the Decatur Belt of the Southern Railroad. These track improvements would consist primarily of replacing jointed rails with welded rails and replacing railroad ties as necessary.

Physical destruction, damage or alteration of all or part of the property would not occur. Implementation of the action would consist of improvements to an existing railroad within existing railroad right-of-way and the current alignment would not be altered in the area of the resource.

The character of the setting of Piedmont Park outside the National Register boundary consists of the Ansley Park Historic District consisting of single-family and multi-family residential development to the north and west; the Decatur Belt of the Southern Railroad to the west; and commercial and high-rise office and commercial development to the west and south. This setting is not a National Register qualifying characteristic of this resource because the park is eligible as the site of the Cotton States and International Exposition of 1895.

Implementation of the action would not alter the character of the setting of the resource outside the National Register boundary because the action would consist of improvements to an existing railroad within existing railroad right-of-way and the current alignment would not be altered

in the area of the resource.

The character of the setting of Piedmont Park within the National Register boundary consists of the landscape features, buildings, and structures within the park boundary.

Implementation of the action would not alter the character of the setting of this resource within the National Register boundary because project implementation would consist of improvements to an existing railroad within existing railroad right-of-way and the current alignment would not be altered in the area of the resource.

Piedmont Park would not be isolated from the character of its setting because access to the property would be maintained.

Implementation of the action would not visually affect Piedmont Park because implementation of the action would consist of improvements to an existing railroad within existing railroad right-of-way and the current alignment would not be altered in the area of the resource.

Piedmont Park would not be affected audibly as a result of implementation of the action. In the area of the resource, project implementation would consist of track improvements to the Decatur Belt of the Southern Railroad.

There would be no atmospheric effect to this property as a result of the proposed action. The action is consistent with the State Implementation Plan for air quality in the region.

Implementation of the action is not anticipated to indirectly affect Piedmont Park because the action would consist of improvements to an existing railroad within existing railroad right-of-way and the current alignment would not be altered.

6. Virginia-Highland Historic District

A finding of No Effect is anticipated for the Virginia-Highland Historic District. In the area of the resource, implementation of the action would consist of the upgrading of the Decatur Belt of the Southern Railroad. These track improvements would consist primarily of replacing jointed rails with welded rails and replacing railroad ties as necessary.

Physical destruction, damage or alteration of all or part of the property would not occur. No construction or acquisition of railroad right-of-way would occur within the proposed National Register boundary of the Virginia-Highland Historic District.

The character of the setting of the Virginia-Highland Historic District outside the proposed National Register boundary consists of single-family and multi-family residential development, commercial development, and park land. This setting is not a National Register qualifying characteristic of this resource.

Implementation of the action would not alter the character of the setting of the resource outside the proposed National Register boundary because implementation of the action would consist of improvements to an existing railroad within existing railroad right-of-way and the current alignment would not be altered in the area of the resource.

The character of the setting of the Virginia-Highland Historic District within the proposed National Register boundary consists of the residential and commercial structures, landscape features, street layout, and topography.

Implementation of the action would not alter the character of the setting of this resource within the proposed National Register boundary because

project implementation would consist of improvements to an existing railroad within existing railroad right-of-way and the current alignment would not be altered in the area of the resource.

The Virginia-Highland Historic District would not be isolated from the character of its setting because access to the property would be maintained.

Implementation of the action would not visually affect the Virginia-Highland Historic District because implementation of the action would consist of improvements to an existing railroad within existing railroad right-of-way and the current alignment would not be altered in the area of the resource.

The Virginia-Highland Historic District would not be affected audibly as a result of implementation of the action. The proposed action would consist of track improvements to the Decatur Belt of the Southern Railroad in the area of the resource.

There would be no atmospheric effect to this property as a result of implementation of the action. The action is consistent with the State Implementation Plan for air quality in the region.

Implementation of the action is not anticipated to indirectly affect the Virginia-Highland Historic District because the action would consist of improvements to an existing railroad within the existing railroad right-of-way and the current alignment would not be altered in the area of the resource.

For a summary of the effects associated with all of the identified resources, refer to Table A.

c. PLANNING TO MINIMIZE HARM/PROPOSED MITIGATION

The following mitigation measures have been discussed in

TABLE A

RESOURCE	PHYSICAL DESTRUCTION/ DAMAGE/ALTERATION	ISOLATION/ALTERATION OF SETTING	VISUAL/AUDIBLE/ ATMOSPHERIC	NEGLECT	TRANSFER/LEASE/ SALE	INDIRECT
Terminus Historic District	No	No	No Adverse	No	No	No Adverse
Circle Wye Railroad Junction	No Adverse	No	No Adverse	No	No	No
Spring Street Viaduct	Adverse	No	No Adverse	No	No	No
Peachtree Southern Railway Station	No	Adverse	No	No Adverse	No Adverse	Adverse
Ansley Park Historic District	No	No	No Adverse	No	No	No Adverse
Piedmont Park	No	No	No Adverse	No	No	No Adverse
Virginia- Highland Historic District	No	No	No Adverse	No	No	No Adverse
Georgia Power Atlanta Division Building	Adverse	-	-	-	-	-

consultation between the FTA and the SHPO:

- 1) Prior to project implementation, the Georgia Power Atlanta Division Building will be recorded to HABS standards. The National Park Service (NPS) will be contacted to determine the level of documentation required. All documentation must be accepted by NPS and the Advisory Council notified of its acceptance prior to project implementation. A copy of the documentation will be provided to the Georgia SHPO.
- 2) Prior to project implementation, the Peachtree Southern Railway Station will be recorded to HABS standards. The National Park Service (NPS) will be contacted to determine the level of documentation required. All documentation must be accepted by NPS and the Advisory Council notified of its acceptance prior to project implementation. A copy of the documentation will be provided to the Georgia SHPO.
- 3) Prior to project implementation, the Spring Street Viaduct will be recorded to HAER standards. The NPS will be contacted to determine the level of documentation required. All documentation must be accepted by NPS and the Advisory Council notified of its acceptance prior to project implementation. A copy of the documentation will be provided to the Georgia SHPO.
- 4) Prior to any ground disturbance from construction activities, a

Phase II archaeological survey will be conducted within the asphalt parking areas and railroad rights-of-way. This survey will entail systematic testing by mechanically removing asphalt and ballast obstructions in testing areas and manually or mechanically excavating test units. Survey of that area currently covered by a building will be conducted following demolition of the building. This will be accomplished using a combination of mechanical and manual excavation techniques. Any resources discovered during Phase II testing will be evaluated for National Register eligibility. Effects to all NR eligible resources will be assessed and avoidance alternatives/measures to minimize harm/mitigation procedures will be discussed and proposed as appropriate. All Section 106 documentation will be coordinated through the appropriate federal agency, the SHPO and the Council.

5) In accordance with 36 CFR 800.11(a), Planning for Discovery, an archaeologist who meets the Secretary of Interior's Guidelines for Professional Qualifications Standards will monitor initial ground disturbing activities including, but not limited to, excavation and drilling within the project's area of potential environmental effect. Monitoring will include the recovery, recording and reporting of all discovered subsurface archaeological features or artifact concentrations. In the event of any such discoveries, land disturbing activities in the immediate vicinity of the discoveries will be temporarily halted to provide sufficient time for the archaeologist, in consultation with the SHPO, to evaluate NR

eligibility and determine appropriate methods of treatment (i.e. preservation, excavation, etc.). Work stoppage will not exceed the minimum prudent time required for completion of this work, and a provision for work stoppage will be included as a project construction stipulation.

d. 106 COORDINATION

The Assessment of Effects; the "Requests for Determinations of Eligibility" (DOE) for the Circle Wye Railroad Junction; and the proposed Memorandum of Agreement (MOA) for the Spring Street Viaduct, the Peachtree Southern Railway Station, the Ansley Park Historic District, Piedmont Park, the Virginia-Highland Historic District, and the Georgia Power Atlanta Division Building are completed. The Assessment, the DOE, and the proposed MOA have been submitted by the FTA to the SHPO for review. A consultation was scheduled between the FTA and the SHPO to discuss eligibility, potential effects and proposed mitigation. The documentation was submitted to the Advisory Council on Historic Preservation. The terms of the Agreement will be fulfilled prior to project implementation. Refer to Appendix D for the ACHP's letter of concurrence.

3. Section 4(f) Evaluation

a. Section 4(f) Applicability

Section 4(f) refers to the temporary and/or permanent use and constructive use of publicly owned land, specifically significant recreation land, parkland, wildlife/waterfowl refuges, and to land from historic sites. Investigation of the project corridor has identified eight historic resources or sites in or considered eligible for listing in the National Register within the area of effect. The resources are the Ansley Park Historic District,

Piedmont Park, the Terminus Historic District, the Peachtree Southern Railway Station, the Virginia-Highland Historic District, the Circle Wye Railroad Junction, the Spring Street Viaduct, and the Georgia Power Atlanta Division Building.

The implementation of the proposed action would require the use of land from two of the identified historic resources, the Georgia Power Atlanta Division Building and the Spring Street Viaduct, therefore, a Section 4(f) Evaluation is required for these two resources.

A use under Section 4(f) would not occur with regard to the Circle Wye because, in accordance with 23 CFR, Part 771.135(f), the Circle Wye would not be adversely affected and the SHPO and ACHP have been consulted and agree with this determination. Piedmont Park would qualify for protection under Section 4(f) as both a recreational facility and a historic site. However, the proposed action would not require the "use" of land from within the park boundaries, nor would the proposed action impede or alter the present or planned activities in the park as defined in 23 CFR, Parts 771.135(p) (2) and 771.135(p) (5) (i). This would also be the case for the parkland located within the Ansley Park Historic District. Refer to Appendix D for ACHP's concurrence letter.

In addition, Section 6(f) (3) of the Land and Water Conservation Fund Act would not be applicable to Piedmont Park because no transfer of public lands for conversion would occur. Presently, the railroad line (Decatur Belt) that would be used as part of the proposed action, is located adjacent to the Piedmont Park and Ansley Park Historic District boundaries. Any improvements to the rail line that are precipitated by the proposed action would be conducted within the existing railroad rights-of-way and not within the resources' boundaries. Refer to Figure 5, Historic Resources Location Map, for

the location of Piedmont Park, Ansley Park Historic District and the Decatur Belt.

The other resources, the Terminus Historic District, the Peachtree Southern Railway Station, and the Virginia-Highland Historic District would not be adversely affected by the proposed action. The proposed action would not require the use of land from within the boundaries of these resources.

b. Description of Section 4(f) Resources

1. Georgia Power Atlanta Division Building

This building, located at the corner of Forsyth Street and Alabama Street, was constructed in 1947 (see Figure 5 - Historic Resources Location Map). The building was known as the Atlanta Constitution Building until the Atlanta Journal and the Atlanta Constitution consolidated and outgrew this facility in 1955. It was occupied by the Georgia Power Company until 1972. This six story Flemish bond brick, marble, and limestone building with a flat roof, rounded corners, and horizontal bands of windows is one of the first if not the first example of the "Modern" style of architecture in the City of Atlanta. There is an entrance located below the rounded southeast corner of the building at the intersection of Forsyth Street and Alabama Street which is flanked by two large windows. On the first floor level of the south, or Alabama Street facade, black marble surrounds the large vertically oriented rectangular windows at the street level. The upper four levels of this facade alternate narrow bands of Flemish bond brick wall surface with continuous, narrow bands of horizontally oriented window opening approximately the same height as the wall surface bands which are bordered on all sides with continuous narrow limestone courses to visually separate the bands of windows from the Flemish bond brickwork.

On the east, or Forsyth Street facade of the building, the top two

levels are articulated the same as the west facade with the alternating bands of window openings and residual wall surface. The bottom three levels have a recessed area with black marble at street level with four long and narrow, horizontally oriented, rectangular grated openings which were previously window openings. Above this level, a horizontal band of six narrow horizontally oriented windows is located above a band of four large, tall, vertically oriented windows. A 21.9 meter (72 foot) wide and 1.8 meter (6 foot) tall horizontal band, which was formerly limestone articulated with bass relief carvings and is currently stucco over metal studs, separates the two bands of windows. Vertical limestone posts separate each window within the bands. A large recessed entrance is located at the eastern end of this facade.

The continuous northern and northwestern face of the building is articulated with alternating bands of residual wall surface and bands of window openings. The width of the bands of wall surface remains constant on this face while the window height within the bands of windows varies, unlike the western and southern faces. Another difference on this face is the vertical divisions of the window bands by the residual wall surface. The lowest level has several entrances and loading docks.

The proposed National Register boundary, containing approximately 0.3 hectares (0.75 acres), includes the Georgia Power Atlanta Division Building and the immediate setting. This resource is considered eligible under National Register Criterion C as one of the earliest, if not the earliest, "Modern" style building in the City of Atlanta. The Georgia Power Atlanta Division Building possesses a local level of significance in the areas of architecture and industry.

2. Spring Street Viaduct

This concrete and steel viaduct structure with "turned decorative

concrete" balustrades was constructed in 1923. The structure extends north and then northwest from Martin Luther King Jr. Drive to Decatur Street (see Figure 5 - Historic Resources Location Map). This structure is one of only two remaining viaduct structures in the Five Points area that retain sufficient material integrity to qualify for inclusion in the National Register. This viaduct is one of several that were constructed in the first part of the twentieth century to relieve automobile traffic in the narrow streets of downtown Atlanta.

The proposed National Register boundary consists of the viaduct structure. This structure is considered eligible under National Register Criteria A and C as an early twentieth century viaduct structure. The Spring Street Viaduct possesses a local level of significance in the areas of city planning and development, engineering, transportation, and social history.

c. Effects to Identified Historic Resources Resulting From the Proposed Action

1. Georgia Power Atlanta Division Building

A finding of Adverse Effect is anticipated for the Georgia Power Building. Project implementation would result in the physical destruction of the Georgia Power Atlanta Division Building. The Georgia Power Atlanta Division Building is located at the corner of Forsyth and Alabama Streets which is part of the site where the terminal would be constructed.

2. Spring Street Viaduct

A finding of Adverse Effect is anticipated for the Spring Street Viaduct. Physical destruction, damage or alteration of all or part of the property would occur. The effects to the Spring Street Viaduct are considered adverse. In the area of the proposed multi-modal passenger terminal, CSX mainline tracks and the mainline Circle Wye track would be relocated. Piers

supporting the Spring Street Viaduct would have to be relocated to allow the realignment of the mainline Circle Wye track and the CSX mainline tracks.

d. Alternatives to Avoid Use of Land From the Identified Section 4(f)
Resources and Resultant Effects

Consistent with federal policy to support the development of intermodal transportation facilities, the FTA in May, 1991, provided a grant to the Atlanta Regional Commission to study the feasibility for a single facility to accommodate a variety of surface transportation modes currently serving the region. Thus, a study to identify workable locations for a multi-modal passenger terminal in the City of Atlanta was conducted. As a result of the study, various locations were identified based on the criteria established by the team working on the study, the various agencies involved, and public interest. Some of the major considerations looked at were: enhancement of the pedestrian environment, surrounding planned development, intercity buses as an important multi-modal element, project cost, track configurations and platform locations. The site's accessibility to different transportation modes was also considered. It must be noted that cost was not a significant factor in selecting the site. The geographical location of the site was one of the most important factors in determining site selection.

Based on these considerations, the site areas that would meet the project's need and purpose are limited.

Following are discussions of the alternatives suggested in the study, the no-build alternative, and a reduced project scope at the preferred location.

1. **No-Build Alternative**

The no-build or do nothing alternative is an alternative in which no action would be taken to design or construct the multi-modal passenger terminal

or any of its associated operations. Clearly, with this alternative, none of the impacts associated with the construction of the multi-modal passenger terminal would result. However, if this project is not constructed, the traveling public would not be allowed the convenience of having various alternative modes of transportation located in one central location. Though the public would still have access to the various transportation modes, their use would not be encouraged to the extent that they would with project construction, because the exchange from one mode to the other would remain an extreme inconvenience. The traveling public would continue to depend primarily on their automobiles with no convenient alternative and fuel consumption and vehicle travel miles would not have the opportunity to decrease.

Without the proposed project, the commuter rail system would most likely not develop efficiently because it would be missing a primary functional link. The link, being the centralized connecting station, has been an effective key element in the success of commuter systems around the nation. The proposed passenger terminal would be the impetus for the implementation of the future commuter rail system. Presently, the fourteen existing commuter rail systems in the United States have a single centralized "hub". This is the key to efficient commuter rail operations and intermodal transfers. Although some existing commuter rail systems have limited provisions for intermediate modal transfers (ie. direct transfers from a commuter rail line to a bus or rapid/light rail connection), a central multi-modal terminal is the heart of every one of these systems.

The No-Build alternative ignores the intermodal transportation need and the Intermodal Surface Transportation Efficiency Act of 1991 vision for surface transportation in America. This Act requires that states develop intermodal transportation systems that are economically efficient,

environmentally sound, and will move people and goods in an energy efficient manner.

2. Decreasing the Scope of Work at the Terminal Location

Decreasing the scope of work at the terminal location so that the physical destruction of the Georgia Power Atlanta Division Building or the Spring Street Viaduct does not occur, would require the elimination of the proposed Commuter rail lines and platforms. Presently, the trackwork and associated platforms for the Commuter Rail are designed to be located near the corner of Forsyth Street and Alabama Street.

Presently, the tracks for commuter service are located in an area that would provide direct access from the north, south, and east. The platforms would be long enough to accommodate from three to eight cars and a locomotive from each direction.

If the Georgia Power Division Building is to remain, the platform tracks would have to be shortened or moved towards the south making for a longer pedestrian connection to the trains. This would also make it more difficult to have direct access to the existing Five Points MARTA Station.

At the Forsyth Street level, the Georgia Power Building is located where the main pedestrian corridor linking the surrounding areas would be. At the Spring Street (Inner City Bus) level, the Georgia Power Building would occupy a portion of the inner-city bus structure (bus travel way). Generally, this would limit the terminal's size and would severely restrict the space available for required functions.

The rail lines needed for the commuter rail service, the CSX mainline and the mainline Circle Wye would also require the reconfiguration of the piers supporting the Spring Street Viaduct. In order not to affect the viaduct, the track work would have to be eliminated and moved to a different

location on the site. In doing so, the use of the existing corridor and trackwork would be either eliminated, or a smaller scope of trackwork would be implemented. This would limit the trains coming into the station from the easterly or westerly direction, and would also affect the direct access to the existing Five Points MARTA Station.

Without the trackwork and platforms, the terminal would serve a transportation purpose by allowing other trains, both passenger and freight, to come into the area. However, the Commuter Trains are an integral part of the transportation plan designated for the proposed terminal and without them, the transportation options to patrons would be limited. Without the tracks and platforms, there would be no central linkage for the proposed commuter routes and an additional terminal would have to be designed to accommodate these routes. Constructing the terminal without the platforms and associated trackwork would seriously decrease the potential benefits to be derived from the proposed action since one of the primary functions of the proposed terminal would be to bring all the different modes of transportation to one location.

3. Lindbergh Center

The Lindbergh Center was also considered as a site for development of the multi-modal terminal (see Figure 6 - Lindbergh Center Location Map). This site would have limited ability to serve Amtrak, commuter rail, and buses because of its location outside of the downtown area. The site is peripheral to both the commuter travel patterns and the central focus of the intercity bus system. The site would only provide a link to passengers using MARTA's North-South Line. Patrons with destinations served by MARTA's East-West Line would have to transfer at the MARTA Five Points Station.

Potential traffic circulation problems are likely to occur since the surface streets surrounding the site are presently experiencing congestion

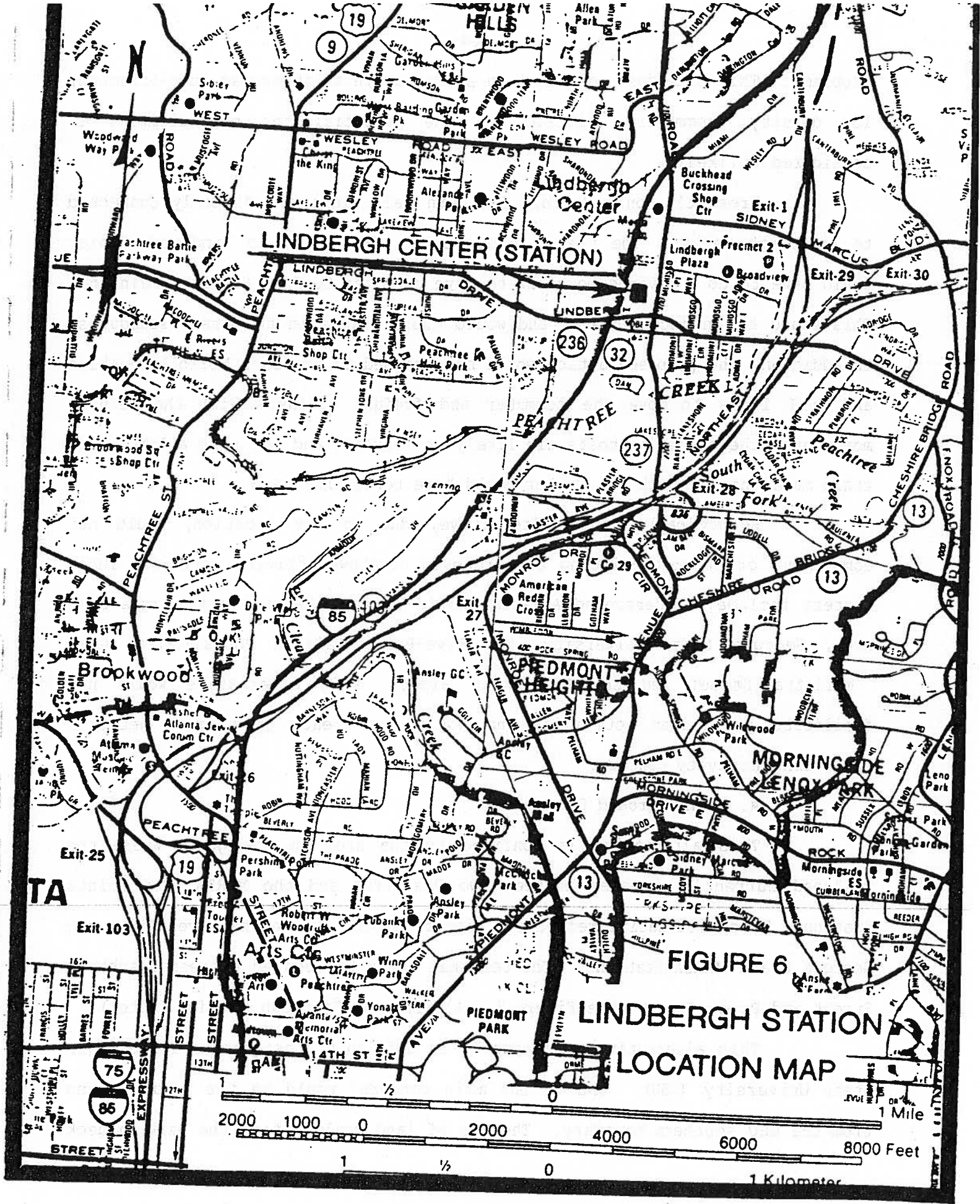


FIGURE 6
LINDBERGH STATION
LOCATION MAP

problems. This site does not front on a roadway in an otherwise auto-oriented, low density, commercial district so the potential for codevelopment is considered unlikely.

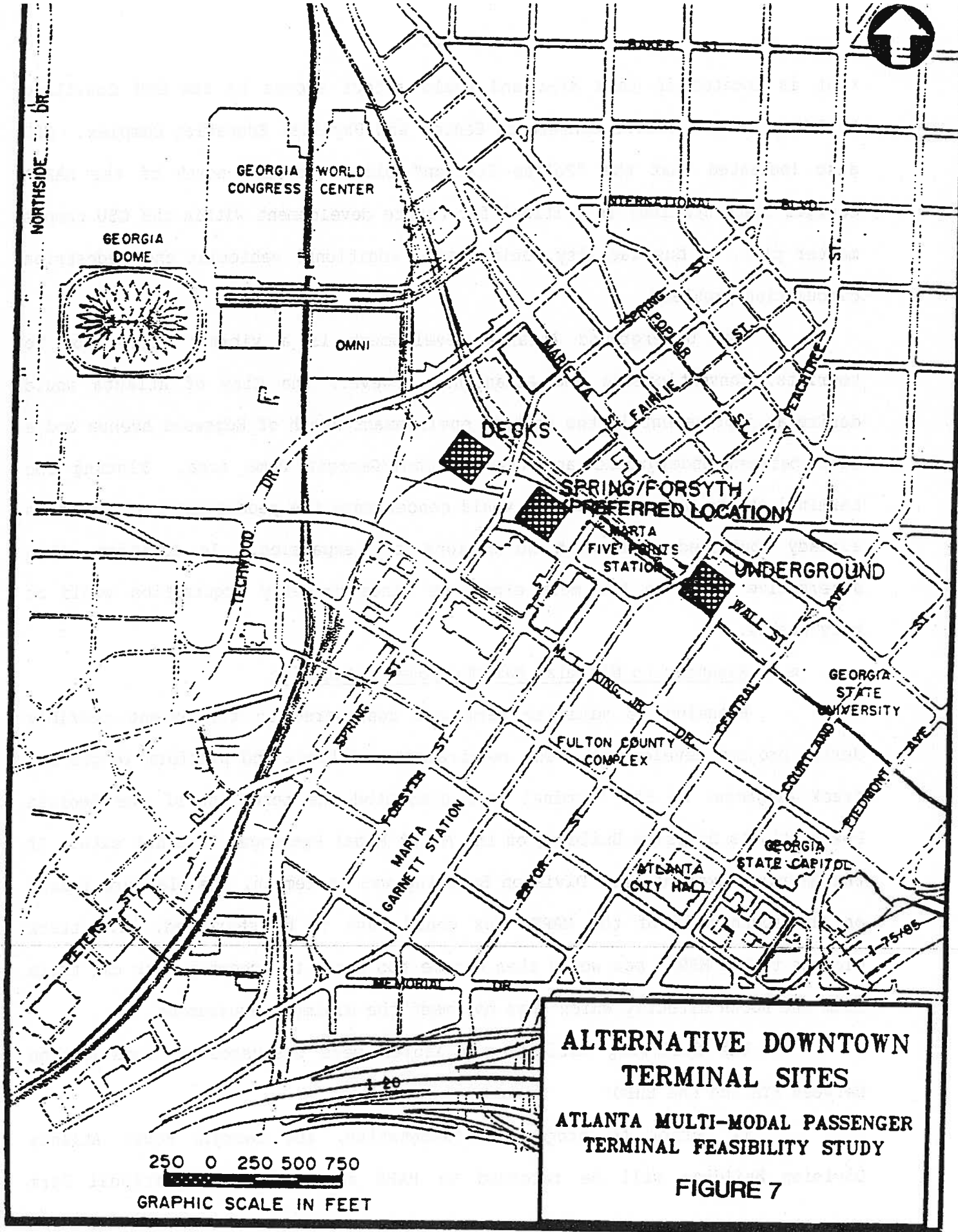
Presently, only Norfolk Southern rail lines are directly connected to Lindbergh Center. The trains coming in on CSXT lines to Lindbergh Center would have to do a reverse movement to move onto the Norfolk Southern mainline. This would be an inconvenience and would cause delays in the train schedules. In addition, the proposed action would be designed to use both Norfolk Southern and CSXT lines to move the commuter and freight trains. With the reverse movements, the operating costs are likely to increase and the time allotted for train movements through the Center would have to be increased.

Economically, this alternative, due to its location, would not complement or support existing and proposed downtown activity centers. These centers include: Underground Atlanta, World Congress Center/Omni/Georgia Dome Area, Georgia State University, the Five-Points/Fairlie Poplar area, CNN, Marietta Street and the Government areas. This alternative would not facilitate pedestrian activities and would not create open space networks connecting activity centers.

4. Underground Concept

This alternative is confined to the area in the gulch where the railroad currently operates between Two Peachtree and the MARTA Five Points Station. This alternative reflects a linear layout between the Five Points and Georgia State MARTA Stations. The terminal would be located between Peachtree Street and Pryor Street (see Figure 7 - Alternative Downtown Terminal Sites).

This alternative would result in difficult consequences for Georgia State University (GSU). One of the main concerns would be the need of land from the GSU southern boundary. The use of land would affect the parking deck



**ALTERNATIVE DOWNTOWN
TERMINAL SITES**

**ATLANTA MULTI-MODAL PASSENGER
TERMINAL FEASIBILITY STUDY**

FIGURE 7

that is located in this area and would affect access to the GSU Courtland Building and the future Conference Center and Physical Education Complex. GSU also indicated that the "Police Station" block (located north of the MARTA Georgia State Station) is critical for future development within the GSU campus master plan. A bus facility would create additional vehicular and pedestrian circulation problems.

The Underground Atlanta development is a vibrant attraction to tourists, conventioners and Atlantans, however, the City of Atlanta would desire an improvement in the walking environment south of Edgewood Avenue and a link between Underground and the CNN/Omni/Georgia Dome area. Placing the terminal at the Underground site would concentrate the pedestrian traffic in an already congested area with no options for expansion. In addition, this alternative would be the most expensive since property acquisition would be very costly.

e. Planning to Minimize Harm/Proposed Mitigation

Planning to minimize harm was considered to the extent possible during project development. The requirements of track and platform length and track alignment in the terminal area prevented the retention of the Georgia Power Atlanta Division Building on the Multi-Modal Passenger Terminal site. If the Georgia Power Atlanta Division Building was to remain, the platform tracks on the south side of the MARTA box would have to be shortened. The track closest to the MARTA box would then become too short to accept a four car train from the north directly which does not meet the minimum requirement.

The following mitigation measures were discussed at consultation between FTA and the SHPO:

- 1) Prior to project implementation, the Georgia Power Atlanta Division Building will be recorded to HABS standards. The National Park

Service (NPS) will be contacted to determine the level of documentation required. All documentation must be accepted by NPS and the Advisory Council notified of its acceptance prior to project implementation. A copy of the documentation will be provided to the Georgia SHPO.

2) Prior to project implementation, the Spring Street Viaduct will be recorded to HAER standards. The NPS will be contacted to determine the level of documentation required. All documentation must be accepted by NPS and the Advisory Council notified of its acceptance prior to project implementation. A copy of the documentation will be provided to the Georgia SHPO.

f. Section 4(f) Coordination

In accordance with 23 CFR 771.135 (i), the Draft Section 4(f) Evaluation was sent to appropriate public agencies for their review and comment. Comments received from these agencies, as well as responses to these comments are included in this document. Refer to Appendix D for comments received.

g. Rationale For Not Finding Feasible and Prudent Alternatives to the Use of Section 4(f) Lands

The need for a downtown multi-modal passenger terminal would be consistent with and supportive of federal policy to develop intermodal systems. The terminal would be an integral part of an overall transportation system intended to encourage increased use of public transportation to support future travel demand, and would provide for convenient transfer among several modes. The No-Build alternative would deny the traveling public the convenience of having various alternative modes of transportation located in one central location. Though the public would still have access to the various transportation modes, their use would not be encouraged to the extent that they

would with project construction, because the exchange from one mode to the other would remain an extreme inconvenience. The traveling public would continue to depend primarily on their automobiles with no convenient alternative and fuel consumption and vehicle travel miles would not have the opportunity to decrease. In addition, without the terminal, the commuter rail system would most likely not develop efficiently because it would be missing a primary functional link. The link, being the centralized connecting station, has been an effective key element in the success of commuter systems around the nation. The proposed passenger terminal would be the impetus for the implementation of the future commuter rail system. The No-Build alternative ignores the intermodal transportation need and the Intermodal Surface Transportation Efficiency Act of 1991 vision for surface transportation in America. Based on the above, it is apparent that the No-Build alternative is not a feasible and prudent alternative.

Decreasing the scope of work at the terminal location so that the physical destruction of the Georgia Power Atlanta Division Building or the Spring Street Viaduct does not occur, would require the elimination of the proposed Commuter rail lines and platforms. Presently, the trackwork and associated platforms for the Commuter Rail are designed to be located near the corner of Forsyth Street and Alabama Street.

If the Georgia Power Division Building is to remain, the platform tracks would have to be shortened or moved towards the south making for a longer pedestrian connection to the trains. This would also make it more difficult to have direct access to the existing Five Points MARTA Station.

The rail lines needed for the commuter rail service, the CSX mainline and the mainline Circle Wye would also require the reconfiguration of the piers supporting the Spring Street Viaduct. In order not to affect the

viaduct, the track work would have to be eliminated and moved to a different location on the site. In doing so, the use of the existing corridor and trackwork would be either eliminated, or a smaller scope of trackwork would be implemented. This would limit the trains coming into the station from the easterly or westerly direction, and would also affect the direct access to the existing Five Points MARTA Station.

Without the trackwork and platforms, the terminal would serve a transportation purpose by allowing other trains, both passenger and freight, to come into the area. However, the Commuter Trains are an integral part of the transportation plan designated for the proposed terminal and without them, the transportation options to patrons would be limited. Without the tracks and platforms, there would be no central linkage for the proposed commuter routes and an additional terminal would have to be designed to accommodate these routes. Constructing the terminal without the platforms and associated trackwork would seriously decrease the potential benefits to be derived from the proposed action since one of the primary functions of the proposed terminal would be to bring all the different modes of transportation to one location. Therefore, decreasing the scope of work at the terminal location would not be a feasible and prudent alternative.

The Lindbergh Center was also considered as a site for development of the multi-modal terminal. This site would have limited ability to serve Amtrak, commuter rail, and buses because of its location outside of the downtown area. The site is peripheral to both the commuter travel patterns and the central focus of the intercity bus system. The site would only provide a link to passengers using MARTA's North-South Line. Patrons with destinations served by MARTA's East-West Line would have to transfer at the MARTA Five Points Station.

Potential traffic circulation problems are likely to occur since the surface streets surrounding the site are presently experiencing congestion problems. This site does not front on a roadway in an otherwise auto-oriented, low density, commercial district so the potential for codevelopment is considered unlikely.

Presently, only Norfolk Southern rail lines are directly connected to Lindbergh Center. The trains coming in on CSXT lines to Lindbergh Center would have to do a reverse movement to move onto the Norfolk Southern mainline. This would be an inconvenience and would cause delays in the train schedules. In addition, the proposed action would be designed to use both Norfolk Southern and CSXT lines to move the commuter and freight trains. With the reverse movements, the operating costs are likely to increase and the time allotted for train movements through the Center would have to be increased.

Economically, this alternative, due to its location, would not complement or support existing and proposed downtown activity centers. These centers include: Underground Atlanta, World Congress Center/Omni/Georgia Dome Area, Georgia State University, the Five-Points/Fairlie Poplar area, CNN, Marietta Street and the Government areas. This alternative would not facilitate pedestrian activities and would not create open space networks connecting activity centers. Based on these considerations, the use of the Lindbergh Center as an alternative would not be feasible and prudent.

The use of an Underground Alternativewould be confined to the area in the gulch where the railroad currently operates between Two Peachtree and the MARTA Five Points Station. This alternative reflects a linear layout between the Five Points and Georgia State MARTA Stations. The terminal would be located between Peachtree Street and Pryor Street.

This alternative would result in difficult consequences for Georgia

State University (GSU). One of the main concerns would be the need of land from the GSU southern boundary. The use of land would affect the parking deck that is located in this area and would affect access to the GSU Courtland Building and the future Conference Center and Physical Education Complex. In addition, this alternative would exacerbate vehicular and pedestrian circulation problems.

The City of Atlanta has expressed a desire to improve the walking environment south of Edgewood Avenue and a link between Underground and the CNN/Omni/Georgia Dome area. Placing the terminal at the Underground site would concentrate the pedestrian traffic in an already congested area with no options for expansion. In addition, this alternative would be the most expensive since property acquisition would be very costly. The Underground Alternative would not be a feasible and prudent alternative to use.

Based upon the above considerations, as they relate to each of the alternatives discussed, there is no feasible and prudent alternative to the use of Section 4(f) lands. In addition, the proposed action includes all possible planning to minimize harm to the Section 4(f) lands resulting from such use.

N. Construction

Construction of the proposed project would create unavoidable inconveniences to motorists, but construction activities would be conducted in a manner that would maintain access and minimize conflict with traffic. The safety and convenience of the general public and residents of the area would be provided for at all times.

In addition to traffic issues, construction noise, dust and pedestrian interference may occur. Every attempt will be made to provide pedestrians with safe access around the construction site by either providing alternate walking routes or safe crossovers. Noise and dust associated with

the construction will be a temporary inconvenience. Every attempt will be made to minimize these effects. Noise sensitive activities downtown usually occur inside buildings, therefore, the proposed action is not likely to affect downtown activities.

Any necessary relocation of utilities i.e., water, sewer, telephone, etc. would be accomplished with no long term interruption of services. All other required construction functions would be accomplished in a timely and orderly fashion so as to keep disruptions minimal, for short duration and so as not to compromise safety.

O. Aesthetics

The terminal site is located within walking distance of the Fairlie-Poplar Historic District, the Terminus District, the Broad Street Historic District, the Hotel Row Landmark District, the CNN Center, the OMNI, the World Congress Center, the Georgia Dome, the Richard Russell Building and Underground Atlanta. The site is adjacent to MARTA's Five Point Station and sits across (north) from the Federal Center, presently under construction. There are also some parking decks northwest of the site and some surface parking in surrounding lots.

The exterior terminal design has not been finalized since functional requirements are still being analyzed and designed. The building structure would accommodate various activities and would be designed for high pedestrian usage and for the availability of a variety of services. The exterior form of the building would spring from the functional relationships which would be designed within the structure.

Since the interior spatial relationships are still being designed,, no specific exterior features have been finalized. However, contextual response to the urban fabric within which the terminal resides would be an

important part of the design. Although much of the urban fabric in the area surrounding the terminal has become somewhat depleted over the years, there are still issues to which the design can respond, and issues which the design can help influence in future development in the area. The buildings on the north side of the site, which front Marietta Street, would be used to provide clues to materials that may be appropriate for the terminal's design. The Five Points MARTA station across from Forsyth Street would be used to provide a sense of pedestrian, human sized scale which could be continued in the terminal design. The General Services Administration (Federal Center) project, currently under construction, on Alabama Street, across from the terminal, would be used to provide the contrast of newer construction in the older existing fabric.

In addition to the concerns already discussed, the terminal would consider some very practical concerns. Natural light, and filtering natural light down to lower platform levels, would be a very important piece of terminal design. A dank, dark, completely enclosed space along the terminal platforms would not be the type of impression that a terminal of this size and importance should give. Natural light should be made available in as many areas and parts of the terminal as possible.

P. Community Disruption

There would be no major adverse impacts to neighborhoods, services, and/or community facilities as a result of the proposed action. The proposed terminal would increase the accessibility to the businesses by pedestrians. The terminal would provide the region with a central destination for pedestrians who want to stay in the area and passengers changing to other transportation modes.

Q. Safety and Security

The proposed action would provide adequate provisions for safe and secure operations, and would provide for the safety of transit patrons. The terminal would be designed to have various "zones" that are private and accessed by card or other electronic devices. In addition, closed circuit cameras would be installed in strategic locations throughout the building and surrounding areas to alert terminal security personnel of inappropriate use of the terminal facility. The cameras would either be monitored from one central location in the terminal, or may be monitored in conjunction with MARTA's present camera system. The arrangements for the monitoring of the cameras is still being looked at. No definite arrangements have been negotiated with MARTA. The need for additional safety and security measures, such as police patrols, will be analyzed later in the operations phase.

R. Secondary Development

The proposed terminal is expected to generate secondary development in the area due to the nature of the project. Patrons using the terminal would utilize areas for shopping and dining while at the terminal. In addition, the Underground Atlanta development, a vibrant attraction to tourists, conventioners and Atlantans, the CNN Center/Omni/Georgia Dome/World Congress Center, the hotel district, and the General Services Administration, presently under construction, are located within walking distance from the proposed terminal. This would be an opportunity for the terminal to provide a pedestrian link between all the pedestrian traffic zones. The discussed zones are currently being promoted by the City of Atlanta as urban planning projects. The goal is to increase pedestrian traffic through the Central Business District, and in turn, increase the potential for business growth in the area.

The development which results from this project would be consistent

with existing land use in the area since present zoning ordinance encourage development of major office spaces, major retail centers, multi-use projects and pedestrian movements. The proposed terminal would not change land use patterns for the area, but rather, enhance the potential for the planned development.

S. Consistency With Local Plans

The proposed action is consistent with the current land use plan and would not precipitate land use changes or change the current development patterns.

The proposed action, represented as T-120, is included in the Transportation Improvement Program (TIP) (FY 1994-1999) of the adopted Atlanta Regional Transportation Plan (RTP) FY 1987 - FY 2010. This plan is designed to accommodate the transportation needs of the thirteen county, Atlanta Metropolitan Region through the year 2010. The current RTP was originally prepared in 1986 and has been updated in each succeeding year.

Though the Atlanta Regional Commission is ultimately responsible for the overall content of the RTP, its compilation is the result of a continuing and comprehensive regional planning process carried out cooperatively with various local governments and concerned citizens, MARTA, FTA and the Georgia DOT in cooperation with the FHWA.

IV. COORDINATION AND COMMENTS

A. List of Agencies and Persons Consulted

During the early project development, a number of agencies, including local governments and local planning agencies, were contacted and asked for their comments and input on the proposed action. A list of the agencies contacted and copies of comments received from the responding agencies appear in Appendix D.

B. Availability of Document and Comments

The Georgia Department of Transportation advertised the availability of this environmental assessment and held a public hearing. Comments concerning this environmental assessment were addressed to:

Mr. David E. Studstill, P.E.
State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336

V. PUBLIC HEARING, COMMENTS AND COORDINATION

A location and design public hearing was held for the proposed action on April 17, 1995 from 4:00 p.m. to 7:00 p.m. at the Georgia World Congress Center in Atlanta. All of the 70 citizens attending the hearing were given an opportunity to comment on the project. Also, written comments were accepted until May 1, 1995. From those attending and those responding during the ten day comment period following the hearing, a total of 47 comments were received. Of those commenting, 24 gave general support, 4 were opposed, and 19 conditionally supported the project.

Some of the concerns of the citizens concerned the effects of adding trains to the Decatur Belt, and how this increase would affect their homes and everyday activities. Other citizens felt that the proposed multi-modal terminal design was not truly "multi-modal" since there were no provisions made for bicycles. A third concern was to pursue the implementation of the commuter rail at the same time the terminal is constructed.

All of the issues and comments raised during the public comment period were either answered at the hearing or sent to the appropriate office within the Georgia Department of Transportation for further attention. All comments received have been made part of the official transcript, a copy of